



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

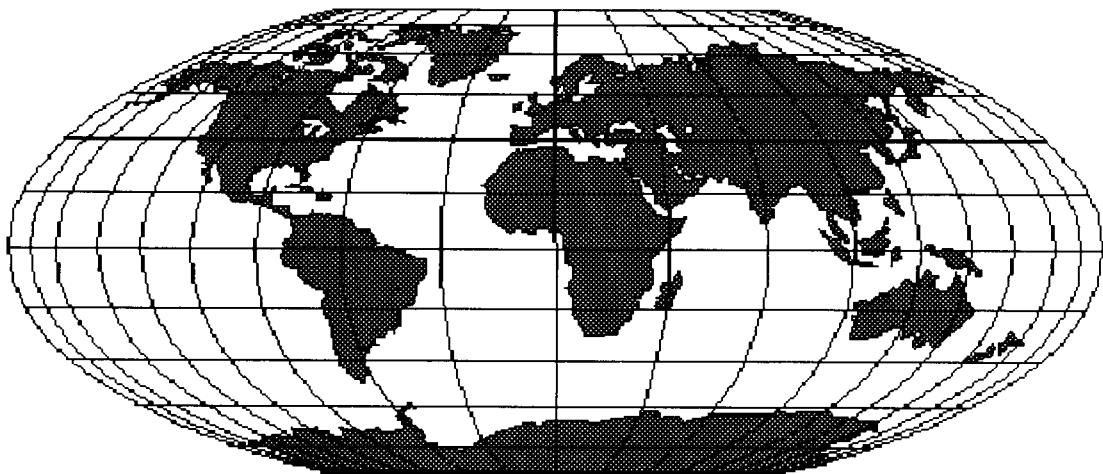
# ***NOTICES TO AIRMEN***

***Domestic/International***

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**December 4, 1997**

*Next Issue*  
**January 1, 1998**



*Notices to Airmen included in this publication are **NOT** given during pilot briefings  
unless specifically requested by the pilot.*

# FOREWORD

## NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Airport/Facility Directories. Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication and/or the Service A telecommunications system as a NOTAM D item.

## FDC AIRWAY NOTAMS

National Flight Data Center (FDC) NOTAMs reflecting airway changes are carried as Center Area NOTAMs (CAN) on the NOTAM(D) circuit. CANs are NOTAMs issued on airway changes that fall within an ARTCC's airspace. CANs are in FDC format and issued by U.S. NOTAM Office.

## NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

NOTAM D information printed in this publication is **NOT** included on the Service A circuit.

FDC NOTAMs reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions. The date and number of the last FDC NOTAM included in this issue is indicated on the Table of Contents page. This ensures that FDC NOTAMs issued after the Notices to Airmen publication cutoff date can be identified.

## PART 1 PUBLICATION CRITERIA

**Section 1**, Airway NOTAMs, is sorted alphabetically by ARTCC and descending FDC NOTAM numerical order.

**Section 2**, Airports/Facilities & Procedural NOTAMs, categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others as required, and are listed alphabetically by State.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and descending NOTAM numerical order.

**Section 3**, FDC General NOTAMs, contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier, i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **TEMPORARY** nature is not expected to remain current for an extended period, and is carried until expiration or cancellation. NOTAMS of a permanent nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

The **Notices to Airmen** publication will be issued **every 28 days**. Data in this publication which is current on the effective date of the next AFD will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information, to be included in Part One, to the National Flight Data Center (NFDC).

FDC NOTAM LEGEND	
Code	Explanation
0/777	Accountability number assigned to the message originator.
FI/T	Flight information of a temporary nature.
FI/P	Flight information of a permanent nature.

## PART 2 PUBLICATION CRITERIA

**Revisions to Part 95 of the Federal Aviation Regulations** – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56-day IFR chart cycle, i.e. Part 95 revisions to IFR altitudes on charts effective November 9, 1995, will be published in the November 9, 1995, Notice to Airmen Publication (NTAP).

The revisions will remain in the NTAP until four (4) weeks prior to the next IFR chart 56-day cycle. (IFR 56-day cycle dates are published in the AFD in the General Information Section under Effective Date.)

The biannual consolidation of Part 95 Altitudes will continue to be published as a separate document.

## PART 3 INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. Foreign country data in this section is listed alphabetically, followed by international oceanic airspace notices and U.S. overland/oceanic notices. New items will be indicated by a black bar running in the left or right margin.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications Branch, ATA-10, 800 Independence Avenue, SW, Washington, DC 20591. The editors of the International Notices to Airmen Publication can be reached at (202) 267-9223, 0800-1700 (EASTERN).

## PART 4 GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, chart corrections/additions, airshow information, etc.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to ATA-10 thru the regional office. All graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted*. Any submission to be included in this publication must be received well in advance of the effective date to ensure adequate lead

time for inclusion in the publication. Since this publication is going to a twenty-eight (28) day cycle, please note the **new cut-off schedule effective with the September 12, 1996 issue**.

### TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Savings Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

### NEW INFORMATION

Vertical lines in the outside margin show new information.

To Obtain Copies of this Publication		
<i>General Public</i>	<i>Department of Defense and U.S. Coast Guard Organizations</i>	<i>Federal Aviation Administration Employees</i>
<b>Write:</b> Superintendent of Documents U.S. Government Printing Office Washington, DC 20315-0020	<b>Contact <sup>1</sup>:</b> National Imagery and Mapping Agency 6001 MacArthur Boulevard Bethesda, MD 20816-5001 ATTN: NIMA	<b>Contact:</b> Appropriate FAA sources (Distribution Officers)
<sup>1</sup> NIMA distributed publications will only be addressed to organizational names.		

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# NOTICES TO AIRMEN

## Publication Schedule

<i>Effective Date</i>	<i>1997/98/99 Information Cutoff Dates</i>
4 DECEMBER 97	13 NOVEMBER 97
1 JANUARY 98	11 DECEMBER 97
29 JANUARY 98	8 JANUARY 98
26 FEBRUARY 98	5 FEBRUARY 98
26 MARCH 98	5 MARCH 98
23 APRIL 98	2 APRIL 98
21 MAY 98	30 APRIL 98
18 JUNE 98	28 MAY 98
30 JULY 98	9 JULY 98
27 AUGUST 98	6 AUGUST 98
24 SEPTEMBER 98	3 SEPTEMBER 98
22 OCTOBER 98	1 OCTOBER 98
19 NOVEMBER 98	29 OCTOBER 98
17 DECEMBER 98	26 NOVEMBER 98
14 JANUARY 99	24 DECEMBER 98
11 FEBRUARY 99	21 JANUARY 99
11 MARCH 99	18 FEBRUARY 99
8 APRIL 99	18 MARCH 99
6 MAY 99	15 APRIL 99
3 JUNE 99	13 MAY 99
1 JULY 99	20 JUNE 99
29 JULY 99	8 JULY 99

<sup>a</sup> All Information for inclusion in Part 1 and Part 2 should be submitted to the National Flight Data Center (ATA-110) by the above dates.

<sup>b</sup> All Information for inclusion in Part 3 and Part 4 should be submitted to ATA-10 from the region by the above dates.

## ADDRESSING INFORMATION FOR PART 1 and PART 2 ATA-110

<i>Address</i>	<i>Category</i>	<i>Phone Numbers</i>
Federal Aviation Administration National Flight Data Center (ATA-110) 800 Independence Avenue SW Washington, DC 20591	Airports & Nav aids	1-202-267-9277
	Airspace & Procedures Part 95 Revisions	1-202-267-9288

## ADDRESSING INFORMATION FOR PART 3 and PART 4 ATA-10

<i>Address</i>	<i>Commercial Phone</i>	<i>FAX Phone</i>
Federal Aviation Administration ATA-10, Room 428 800 Independence Avenue SW Washington, DC 20591	1-202-267-9223	1-202-267-9291
	1-202-267-9229	

# NOTICES TO AIRMEN

## *Table of Contents*

**December 4, 1997**

**NOTAM information current as of November 13, 1997**

**FDC NOTAMS listed thru 7/7417, dated November 13, 1997.**

**NOTE: FDC NOTAMS for temporary flight restrictions are not published in the Notices to Airmen publication.**

### **PART 1**

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Airports, Facilities, & Procedural Notams .....	1-2-1
General FDC Notams .....	1-3-1

### **PART 2**

<i>Category</i>	<i>Section</i>
Part 95 Revisions to Minimum En Route IFR Altitudes and Changeover Points	

### **PART 3**

<i>Category</i>	<i>Section</i>
INTERNATIONAL NOTICES TO AIRMEN	

### **PART 4**

<i>Category</i>	<i>Section</i>
Graphic Notices	

## NOTAM CONTRACTIONS

This list contains most (but possibly not all) of the commonly used contractions currently in use in Notices to Airmens (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

<i>Contraction</i>	<i>Decode</i>
<b>A</b>	
ABN	Airport Beacon
ABV	Above
ACC	Area control center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active
ADJ	Adjacent
ADZD	Advised
AFD	Airport Facility Directory
AGL	Above ground level
ALS	Approach Light System
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
ALTNLY	alternately
ALSTG	Altimeter Setting
AMDT	Amendment
AMGR	Airport Manager
AMOS	Automatic Meteorological Observing System
AP	airport
APCH	approach
AP LGT	Airport Lights
APP	Approach control
ARFF	Aircraft Rescue & Fire Fighting
ARR	arrive, arrival
ASOS	Automated Surface Observing System
ASPH	Asphalt
ATC	Air Traffic Control
ATSCC	Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	authority
AUTOB	Automatic Weather Reporting System
AVBL	available
AWOS	Automatic Weather Observing/Reporting System
AWY	airway
AZM	Azimuth
<b>B</b>	
BA FAIR	braking action fair
BA NIL	braking action nil
BA POOR	braking action poor
BC	Back Course
BCN	Beacon
BERM	Snowbank/s Containing Earth/Gravel
BLW	Below
BND	Bound
BRG	bearing
BYD	Beyond
<b>C</b>	
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Federal Regulations

<i>Contraction</i>	<i>Decode</i>
CGAS	Class G Airspace
CHG	Change
CIG	ceiling
CK	check
CL	center line
CLKWS	Clockwise
CLR	Clearance, clear(s), cleared to
CLSD	Closed
CMB	climb
CMSND	Commissioned
CNL	Cancel
COM	communications
CONC	Concrete
CPD	coupled
CRS	Course
CTC	contact
CTL	control
<b>D</b>	
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	degrees
DEP	Depart/Departure
DEPPROC	departure procedures
DH	Decision Height
DISABLD	Disabled
DIST	distance
DLA	Delay or delayed
DLT	Delete
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank/s Caused By Wind Action
DSPLCD	Displaced
<b>E</b>	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	en route
ENTR	Entire
EXC	Except
<b>F</b>	
FAC	facility or facilities
FAF	Final Approach fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	flight inspection temporary
FI/P	flight inspection permanent
FM	from
FREQ	Frequency
FNA	final approach
FPM	feet per minute
FREQ	frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	automated/Flight Service Station
FT	foot, feet

G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
H	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	heading
HEL	Helicopter
HELI	Helipoint
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	holding
HOL	Holiday
HP	Holding Pattern
HR	hour
I	
IAF	initial approach fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	intermediate fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument meteorological conditions
IN	Inch/Inches
INDEFLY	Indefinitely
INFO	information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	international
INTST	Intensity
IR	Ice On Runway/s
K	
KT	knots
L	
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	light or lighting
LGTD	lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway/s
LT	Left Turn
M	
MAG	magnetic
MAINT	maintain, maintenance

MALS	Medium Intensity Approach Light System
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MOC	Minimum Obstruction Clearance
MON	Monday
MNT	Monitor/Monitoring/Monitored
MRA	minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal
N	
N	North
NA	Not Authorized
NAV	navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile/s
NMR	Nautical Mile Radius
NONSTD	nonstandard
NOPT	No Procedure Turn Required
NR	number
NTAP	Notice To Airmen Publication
NW	Northwest
O	
OBSC	Obscured
OBST	Obstruction
OM	Outer Marker
OPR	Operate
OFS	Operation
ORIG	Original
OTS	Out of Service
OVR	Over
P	
PAEW	Personnel and Equipment Working
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PAX	passenger
PCL	Pilot Controlled Lighting
PERM	Permanent/Permanently
PJE	parachute jumping exercise
PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PREV	Previous
PRN	pseudo random noise
PROC	Procedure

# Notices to Airmen

# Notam Contractions

PROP	Propeller
PSR	Packed Snow on Runway/s
PTCHY	patchy
PTN	Procedure Turn
PVT	Private
<b>R</b>	
RAIL	Runway Alignment Indicator Lights
RAMOS	Remote automatic meteorological observing system
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLL	Runway Centerline Light System
RCO	Remote Communication Outlet
REC	Receive/Receiver
RENL	Runway End Identifier Lights
RELCID	Relocated
REP	report
RLLS	runway lead-in lights system
RMNDR	Remainder
RNAV	Area Navigation
RPLC	Replace
RQRD	Required
RRL	Runway Remaining Lights
RSR	en route surveillance radar
RSVN	Reservation
RT	Right Turn
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRR	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown
RWY	Runway
<b>S</b>	
S	South
SA	sand, sanded
SAT	Saturday
SAWR	Supplementary aviation weather reporting station
SB	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SFL	Sequence Flashing Lights
SID	Standard Instrument Departure
SIMUL	simultaneous
SIR	Packed or Compacted Snow and Ice on Runway/s
SKED	Scheduled
SLR	Slush on Runway/s
SN	Snow
SNBNK	Snowbank/s Caused by Plowing
SNGL	Single
SPD	Speed
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
SSR	secondary surveillance radar
STA	straight-in approach
STAR	Standard Terminal Arrival
SUN	Sunday
SVC	Service

SW	Southwest
SWEPT	Swept or Broom/Broomed
<b>T</b>	
T	temperature
TACAN	Tactical Air Navigational Aid
TAR	terminal area surveillance radar
TDZ	Touchdown Zone
TDZ LG	touchdown zone lights
TEMPO	temporary
TCF	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TKOF	Takeoff
TM	Traffic Management
TMPA	Traffic Management Program Alert
TRML	Terminal
TRNG	Training
TRSN	Transition
TSNT	Transient
TUE	Tuesday
TWR	Tower
TWY	Taxiway
<b>U</b>	
UNAVBL	Unavailable
UNLGID	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
<b>V</b>	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibility
VMC	Visual Meteorological Conditions
VOL	Volume
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (colocated)
<b>W</b>	
W	West
WB	Westbound
WED	Wednesday
WEF	with effect from or effective from
WI	Within
WKDAYS	Monday through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway/s
WTR	Water on Runway/s
WX	Weather

## WEATHER CONTRACTIONS

<i>Contraction</i>	<i>Decode</i>
<b>A</b>	
A	Absolute (temperature)
A	Alaskan Standard Time (time groups only)
A	Arctic (air mass)
A01	Automated Observation without precipitation discriminator (rain/snow) (METAR)
A02	Automated Observation with precipitation discriminator (rain/snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	Alto cumulus
ACC	Alto cumulus Castellanus
ACSL	Standing Lenticular Alto cumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	Advisory
AFC	Area Forecast Center
AFDK	After Dark
ALF	Aloft
ALGHNY	Allegheny
ALQDS	All Quadrants
ALSEC	All Sectors
ALTA	Alberta
ALUTN	Aleutian
ALWF	Actual Wind Factor
AM	Ante Meridiem
AMD	Amended Forecast (TAF)
AMPLTD	Amplitude
AMS	Air Mass
AMS	American Meteorological Society
ANLYS	Analysis
APLCN	Appalachian
AS	Altostratus
ASOS	Automated Surface Observing System
ATLC	Atlantic
AURBO	Aurora Borealis
AWP	Aviation Weather Processors
<b>B</b>	
B	Beginning of Precipitation (time in minutes) (weather reports only)
B	Bering Standard Time (time groups only)
BACLIN	Barodinic or Barodinic Prognosis
BATROP	Barotropic or Barotropic Prognosis
BC	Patches (METAR)
BC	British Columbia
BCFG	Patchy Fog (METAR)
BCH	Beach
BCKG	Backing
BDA	Bermuda
BECMG	Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF)
BFDK	Before Dark
BINOV	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)

<i>Contraction</i>	<i>Decode</i>
BLD	Build
BLDUP	Buildup
BLKHLS	Black Hills
BLKT	Blanket
BLZD	Blizzard
BMS	Basic Meteorological Services
BNDRY	Boundary
BOVC	Base of Overcast
BR	Mist (METAR)
BRF	Brief
BRKHIC	Breaks in Higher Overcast
BRKSHR	Berkshire
BRM	Barometer
BTWN	Between
<b>C</b>	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub-system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mamma
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis

D	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
E	
E	Eastern Standard Time (time groups only)
E	Ending of Precipitation (time in minutes)(weather reports only)
E	Equatorial (air mass)
E	Estimated (weather reports only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East-northeastern (weather reports only)
ENEWD	East-northeastward (weather reports only)
EOF	Expected Operations Forecast
ESERN	East-southeastern (weather reports only)
ESEWD	East-southeastward (weather reports only)
EXTRAP	Extrapolate
EXTRM	Extreme
F	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 octas (eighths) cloud coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed but Impractical to Transmit
FILG	Filling
FINO	Weather Report will not be Filed for Transmission
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
FLWIS	Flood Warning Issued
FM	From (4 digit beginning time in hours and minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis

FNTLYS	Frontolysis
FORNN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROSFC	Frontal Surface
FRST	Frost
FRWF	Forecast Wind Factor
FRZ	Freeze
FRZLVL	Freezing Level
FRZN	Frozen
FT	Terminal Forecast
FU	Smoke (METAR)
FULYR	Smoke Layer Aloft
FUOCTY	Smoke Over City
FWC	Fleet Weather Central
FZ	Supercooled/freezing (METAR)
G	
G	Gusts Reaching (knots) (weather reports only)
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GR	Hail (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRILKS	Great Lakes
GS	Small Hail/Snow Pellets (METAR)
GSTS	Gusts
GSTY	Gusty
H	
HCVIS	High Clouds Visible
HDFRZ	Hard Freeze
HDSVLY	Hudson Valley
HI	Hi
HIEAT	Highest Temperature Equalled for All Time
HIEFM	Highest Temperature Equalled for The Month
HIESE	Highest Temperature Equalled So Early
HIESL	Highest Temperature Equalled So Late
HIFOR	High Level Forecast
HI'IMP	Highest Temperature
HIXAT	Highest Temperature Exceeded for All Time
HIXFM	Highest Temperature Exceeded for The Month
HIXSE	Highest Temperature Exceeded So Early
HIXSL	Highest Temperature Exceeded So Late
HLSTO	Hailstones
HLTP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)
I	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds

ICGICP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter-Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
J	
JTSTR	Jet Stream
K	
K	Cold (air mass)
KFRST	Killing Frost
L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake
LOEAT	Lowest Temperature Equalled for All Time
LOEFM	Lowest Temperature Equalled for The Month
LOESE	Lowest Temperature Equalled So Early
LOESL	Lowest Temperature Equalled So Late
LOTMP	Lowest Temperature
LOXAT	Lowest Temperature Exceeded for All Time
LOXFM	Lowest Temperature Exceeded for The Month
LOXSE	Lowest Temperature Exceeded So Early
LOXSL	Lowest Temperature Exceeded So Late
LSR	Loose Snow on Runway
LTGCC	Lightning Cloud-to-Cloud
LTGCGG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLOG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers
M	
M	Maritime (air mass)
M	In temperature field means "minus" or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging

MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MXD	Mixed
N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North-northeastern (weather reports only)
NNEWD	North-northeastward (weather reports only)
NNWRN	North-northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFF	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore



# Notices to Airmen

# Notam Contractions

ONT	Ontario
ORGPC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
P	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
P	In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 statute miles (TAF only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant
PDMT	Predominate
PDW	Priority Delayed Weather
PE	Ice Pellets (METAR)
PEN	Peninsula
PGTSND	Puget Sound
PIBAL	Pilot Balloon Observation
PISE	No Pilot Balloon Observation Due To Unfavorable Sea Conditions
PISO	No Pilot Balloon Observation Due To Snow
PIWI	No Pilot Balloon Observation Due To High, or Gusty, Surface Wind
PLW	Plow (snow)
PNHDL	Panhandle
PO	Dust/Sand Whirls (METAR)
PPINA	Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated)
PPINE	Radar Weather Report No Echoes Observed
PPINO	Radar Weather Report Equipment Inoperative Due To Breakdown
PPIOK	Radar Weather Report Equipment Operation Resumed
PPIOM	Radar Weather Report Equipment Inoperative Due To Maintenance
PR	Partial (METAR)
PRBLTY	Probability
PRESFR	Pressure Falling Rapidly
PRESRR	Pressure Rising Rapidly
PRJMP	Pressure Jump (weather reports only)
PROB40	Probability 40 percent (METAR)
PROG	Prognosis or Prognostic
PRSNT	Present
PS	Plus
PSG	Passage
PSG	Passing
PTCHY	Patchy
PTLY	Partly
PVA	Positive Vorticity Advection
PY	Spray (METAR)
Q	
QSTNRY	Quasi-stationary
QUE	Quebec

R	
R	Runway (used in RVR measurement)
RA	rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (by radio methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway
S	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (weather reports only)
SERN	Southeastern (weather reports only)
SFERICS	Atmospherics
SG	Snow Grains (METAR)
SGD	Solar-Geophysical Data
SH	Showers (METAR)
SHFT	Shift (weather reports only)
SHLW	Shallow
SHRTLY	Shortly

SHWR	Shower
SIERNEV	Sierra Nevada
SIR	Snow and Ice on Runway
SKC	Sky Clear (METAR)
SLD	Solid
SLP	Sea Level pressure (e.g. 1013.2 reported as 132)
SLR	Slush on Runway
SLT	Sleet
SM	Statute mile(s)
SMK	Smoke
SMTH	Smooth
SN	Snow (METAR)
SNBNK	Snowbank
SNFLK	Snowflake
SNOINCR	Snow Depth Increase in Past Hour
SNW	Snow
SNWFL	Snowfall
SP	Station Pressure
SPECI	Special Report (METAR)
SPKL	Sprinkle
SPLNS	South Plains
SPRD	Spread
SQ	Squall (METAR)
SQAL	Squall
SQLN	Squall Line
SS	Sandstorm (METAR)
SSERN	South-southeastern (weather reports only)
SSEWD	South-southeastward (weather reports only)
SSWRN	South-southwestern (weather reports only)
SSWWD	South-southwestward (weather reports only)
ST	Stratus
STAGN	Stagnation
STFR	Stratus Fractus
STFRM	Stratiform
STG	Strong
STM	Storm
STNRY	Stationary
SWLG	Swelling
SWLY	Southwesterly (weather reports only)
SWRN	Southwestern (weather reports only)
SX	Stability Index
SXN	Section
SYNOP	Synoptic
SYNS	Synopsis
T	
T	Trace (weather reports only)
T	Tropical (air mass)
TCU	Towering Cumulus
TEMPO	Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF)
THD	Thunderhead (non METAR)
THDR	Thunder (non METAR)
THK	Thick
THN	Thin
TKOF	Takeoff
TOP	Cloud Top
TOVC	Top of Overcast
TPG	Topping
TRIB	Tributary

TROF	Trough
TROP	Tropopause
TRPCD	Tropical Continental (air mass)
TRPCL	Tropical
TRPLYR	Trapping Layer
TS	Thunderstorm (METAR)
TSHWR	Thundershower (non METAR)
TSQLS	Thundersqualls (non METAR)
TSTM	Thunderstorm (non METAR)
TURBC	Turbulence
TURBT	Turbulent
TWRG	Towering
U	
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSNBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UVV	Upward Vertical Velocity
UWNDS	Upper Winds
V	
V	Varies (wind direction and RVR)
V	Variable (weather reports only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable wind direction when speed is less than or equal to 6 knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
W	
W	Warm (air mass)
WA	AIRMET
WDC-1	World Data Centers in Western Europe
WDC-2	World Data Centers Throughout Rest of World
WDLY	Widely
WDSPRD	Widespread
WEA	Weather
WFP	Warm Front Passage
WINT	Winter
WND	Wind

## Notices to Airmen

WNWRN	West-northwestern (weather reports only)
WNWWD	West-northwestward (weather reports only)
WPLTO	Western Plateau
WR	Wet Runway
WRM	Warm
WRMFNT	Warm Front
WRNG	Warning
WS	Wind Shear (in TAFs, low level and not associated with convective activity)
WS	SIGMET
WSHFT	Wind Shift
WSOM	Weather Service Operations Manual
WSR	Wet Snow on Runway
WSWRN	West-southwestern (weather reports only)
WSWWD	West-southwestward (weather reports only)
WTR	Water
WTSP	Waterspout
WV	Wave

## Notam Contractions

WW	Severe Weather Forecast
WXCON	Weather Reconnaissance Flight Pilot Report
X	
XCP	Except
XPC	Expect
Y	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
Z	
ZI	Zonal Index
ZI	Zone of Interior

# NOTICES TO AIRMEN

## CONTENT CRITERIA

*All public use airports have distant NOTAM distribution.*

### AIRPORTS

1. Airport Data: .....	Abandonments (If currently listed in Airport/Facility Directory) Openings Closings
2. Airport Operating Restrictions:	ARFF ACR
3. Runway Data: (Hard Surface Only).	Openings Closings Commissionings Permanent Closures Ident Changes Length Width Surface Composition Changes Displaced Thresholds (Implementation and Changes)
4. Runway Edge Light Systems ....	Commissionings Changes Outages (with effective dates) Pilot Control (commissionings/decommissionings, outages (with effective dates))
5. Approach Light Systems .....	Commissionings Changes Decommissionings Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))

### NAVAIDS, COMMUNICATIONS, OTHER SERVICES

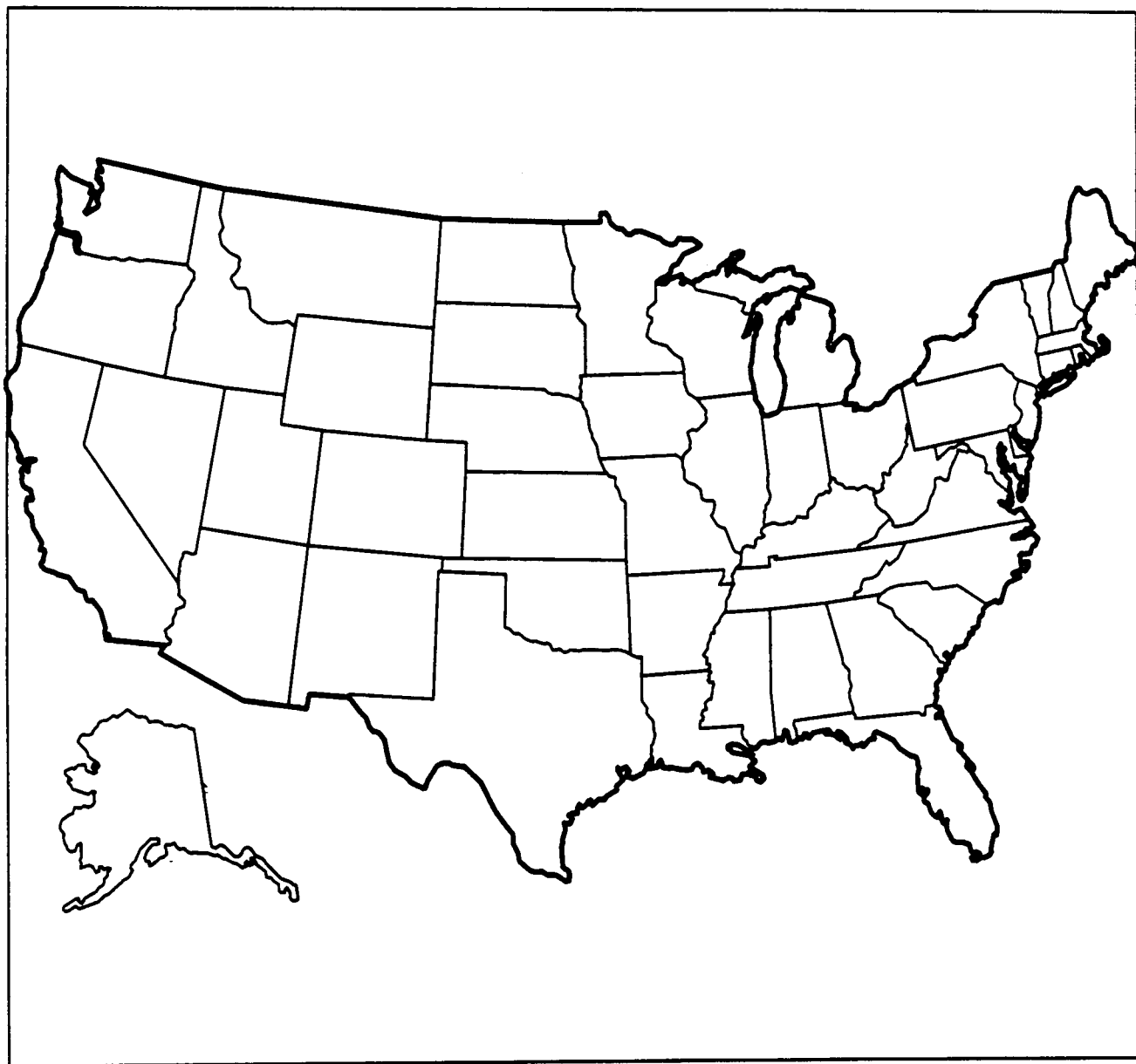
1. Navigational Facilities .....	Commissionings (including Ident and Frequency) Decommissionings (including Ident and Frequency) Frequency changes Changes in monitoring facility and/or status Restrictions Outages (with effective dates)
2. Airport Traffic Control Towers	Commissionings (including frequencies) Hours of operation Decommissionings
3. Flight Service Stations .....	Commissionings Decommissionings Hours of operation Commissionings/Decommissionings of RCOs Changes in monitoring status of RCOs Outages of RCOs (with effective dates)
4. Weather .....	AWOS (system and frequency)

# **Part 1.**

## **Section 1.**

**FDC**

### **AIRWAY NOTAMS**



# PART 1

## Section 1. AIRWAY NOTAMS

### ALBUQUERQUE ARTCC

**FDC 7/4076** ZAB FI/T AIRWAY ZAB. J86 WINSLOW (INW) VORTAC AZ TO EL PASO VORTAC TX MEA 27000.

**FDC 7/2671** ZAB FI/T AIRWAY ZAB. J104 SAN SIMON / SSO/ VORTAC AZ TO SOCORRO /ONM/ VORTAC NM MEA 20000.

### ANCHORAGE ARTCC

**FDC 7/4112** ZAN AK. FI/T AIRWAY ZAN. A1 CAMPBELL LAKE NDB TO PUNTILLA LAKE NDB MEA 9000, MOCA 8500.

**FDC 7/3180** ZAN AK. FI/T AIRWAY ZAN. J120 FORT YUKON (FYU) VORTAC TO BARTER ISLAND (BTI) NDB NA.

**FDC 6/9113** ZAN AK. FI/T AIRWAY ZAN. DIRECT ROUTE PUT RIVER NDB, AK TO BARTER ISLAND NDB, AK NA.

**FDC 6/9068** ZAN AK FI/T AIRWAY ZAN. A15 PUT RIVER (PVQ) NDB, AK TO OLIK TOK (OLI) NDB, AK NA.

**FDC 6/3438** ZAN AK FI/T AIRWAY ZAN. B26 YUKON RIVER (FTO) B TO BARTER ISLAND (BTI) NDB NA.

### ATLANTA ARTCC

**FDC 7/7099** ZTL GA.. FI/T AIRWAY ZTL. V70 VIENNA / VNA/ VORTAC GA TO OCONE INT GA MOCA 2000.

**FDC 7/6761** ZTL GA..FI/T AIRWAY ZTL. V20-35-66-454 SINCA INT, GA TO MADDI INT, GA MOCA 2200. V20-35-66 MADDI INT, GA TO ATHENS /AHN/ VORTAC, GA MOCA 2200.

**FDC 7/6138** ZTL FI/T AIRWAY ZTL,ZDC. V-37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

**FDC 7/2776** ZTL FI/T AIRWAY ZTL. V56 COLUMBUS / CSG/ VORTAC, GA TO TALBO INT GA, MOCA 2100.

**FDC 7/1377** ZTL FI/T AIRWAY ZTL. V70 VIENNA /VNA/ VORTAC, GA TO AMAPO INT,GA MOCA 2000.

**FDC 7/1375** ZTL FI/T AIRWAY ZTL. V325 ATHENS /AHN/ VORTAC, GA TO WOMAC INT, GA MEA 3700.

**FDC 7/0655** ZTL FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG /LYH/ VORTAC, VA TO COLZI INT, NC LYH R-230 UNSABLE.

**FDC 6/8393** ZTL FI/T AIRWAY ZTL ZJX. V-155 COLLIER /IRQ/ VORTAC, SC TO WIDER INT, SC MEA 2500. WIDER INT, SC MRA 3000.

**FDC 6/5521** ZTL FI/T AIRWAY ZTL ZDC ZJX. V-03 TOWEY INT(NC) TO SDZ VORTAC NC MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC NC; MEA 8000. V-155 LILLS INT, NC TO SDZ VORTAC NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME)BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

### BOSTON ARTCC

**FDC 7/1804** ZBW NY FI/T AIRWAY ZBW. V273 OXFORD INT TO GEORGETOWN (GGT) VORTAC NY GGT R-163 UNUSABLE.PITCH INT NY TO GGT MEA 5000.

**FDC 7/1803** ZBW FI/T AIRWAY ZBW. V72 ROCKDALE VOR/DME, NY TO OXFORD INT NY.GEORGETOWN VORTAC NY R-163 UNUSABLE AT OXFORD INT.

**FDC 7/0660** ZBW NY FI/T AIRWAY ZNY ZBW. J42 LA GUARDIA (LGA) VOR/DME, NY TO MARIO INT, NY. LGA R-054 UNUSABLE.

**FDC 7/0177** ZBW NY FI/T AIRWAY ZBW. V203 MUNZA INT, NY TO MASSENA (MSS) VORTAC, NY MEA 7000.

**FDC 6/1343** ZBW FI/T AIRWAY ZBW. V-292 BARNES (BAF) VORTAC, MA TO GLYDE INT,MA. NA. J77 BOSTON (BOS) VORTAC, MA. TO BARNES (BAF) VORTAC, MA. USE BOS R-278 TO BAF VORTAC.

**FDC 6/1337** ZBW FI/T AIRWAY ZBW. V-302 AGUSTA (AUG) VOR/DME, ME TO ANCOR INT, ME MEA 6500.

**FDC 6/0790** ZBW FI/T AIRWAY ZBW. V123-157 LA GUARDIA (LGA) VOR/DME NY TO FAMMA INT, NY MOCA 1600.

**FDC 6/0752** ZBW FI/T AIRWAY ZBW. V428 GEORGETOWN (GGT) VORTAC, NY TO CORTA INT, NY MEA 5000.

**FDC 4/7072** ZBW NY FI/T AIRWAY ZBW. V29 WATER TOWN VORTAC, NY TO LETUS INT NY MOCA 1800.

**FDC 3/6124** ZBW FI/T AIRWAY ZBW. V405 CASSH, NY TO PAWLING /PWL/ VORTAC, NY: USE PWL VORTAC RADIAL 216 VICE 215.

### CHICAGO ARTCC

NO NOTAMS

### CLEVELAND ARTCC

**FDC 7/3602** ZOB NY FI/T AIRWAY ZOB. V84 BUFFALO (BUF) VOR/DME NY TO COLTS INT CN MEA 6000

**FDC 7/3597** ZOB NY FI/T AIRWAY ZOB. V14 BUFFALO (BUF) VOR/DME, NY TO DUNKIRK (DKK) VORTAC NY MEA 3000.

**FDC 6/9331** ZOB PA FI/T AIRWAY ZOB. V119 BRADFORD (BFD) VOR/DME PA TO MIDPOINT COP R-232 UNUSABLE.

**FDC 6/9330** ZOB PA FI/T AIRWAY ZOB. V33 BRADFORD (BFD) VOR/DME PA TO MIDPOINT COP R-006 UNUSABLE.

**FDC 6/3351** ZOB NY FI/T AIRWAY ZOB. V119 GENESEO (GEE) VORTAC, NY TO BURST, NY 3100 FT MOCA NOT AUTHORIZED.

### DENVER ARTCC

**FDC 7/5200** ZDV CO..FI/T AIRWAY ZDV. V134-220-591 GRAND JUNCTION /JNC/ VORTAC, CO TO RED TABLE /DBL/ VOR/DME, CO, DME REQUIRED.

**FDC 6/8965** ZDV WY..FI/T AIRWAY ZDV.V547 CHEYENNE (CYS) VORTAC WY TO DOUGLAS (DGW) VOR/DME WY MEA 8400.

**FDC 6/1034** ZDV FI/T AIRWAY ZDV ZLC. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME CO; MEA 25000.

### FORT WORTH ARTCC

**FDC 7/7408** /ZFW/ FI/T AIRWAY ZFW...V16 PIZON INT, TX TO MERGE INT, TX MEA 7000.

**FDC 7/6921** /ZFW/ FI/T AIRWAY ZFW...V566 KNELT INT, LA TO COVEX INT, LA: MOCA 1800.

**FDC 7/5802** /ZFW/ FI/T AIRWAY ZFW ZKC...J52 LIBERAL (LBL) VORTAC KS TO ARDMORE (ADM) VORTAC OK MEA FL220.

**FDC 7/5796** /ZFW/ FI/T AIRWAY ZFW ZKC. J20 LIBERAL (LBL) VORTAC, KS TO ROLLS INT, OK MEA FL 220. ROLLS INT, OK TO WILL ROGERS (IRW) VORTAC, OK MEA FL 180.

**FDC 7/5617** /ZFW/ FI/T AIRWAY ZFW...V385 ABILENE (ABI) VORTAC, TX TO LUBBOCK (LBB) VORTAC, TX NA.

**FDC 7/4968** /ZFW/ FI/T AIRWAY ZFW...V-163 ARDMORE (ADM) VORTAC, OK TO WILL ROGERS (IRW) VORTAC, OK, EXCEPT FOR DME OR RNAV EQUIPPED ACFT, MEA 3000.

**FDC 7/4967** /ZFW/ FI/T AIRWAY ZFW...V-358 ARDMORE (ADM) VORTAC, OK TO WILL ROGERS (IRW) VORTAC, OK, EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3000.

**FDC 7/4553** ZFW FI/T AIRWAY ZME ZFW AR/OK. V532 BETWEEN OKMULGEE VOR, OK /OKM/ AND FORT SMITH VORTAC, AR /FSM/ AKINS INT MRA 3000.

**FDC 7/4544** ZFW FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

**FDC 7/4383** ZFW FI/T AIRWAY ZFW ZME. V397 MONROE /MLU/ VORTAC, LA TO RUTTS INT MS MEA 6000. V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

**FDC 7/4381** ZFW FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

**FDC 7/4366** ZFW AR FI/T AIRWAY ZFW. V278 BETWEEN TEXARKANA VORTAC (TXK) AND MONTICELLO VOR/ DME (MON) COP. NOW LOCUS INT.

**FDC 7/4351** ZFW FI/T AIRWAY AR/LA ZFW. V13 BETWEEN BELCHER VORTAC, LA /EIC/ AND TEXARKANA VORTAC, AR /TXK/ IDHAS INT MRA 3000.

**FDC 7/4328** ZFW OK FI/T AIRWAY ZFW. V140 BETWEEN SAYRE (SYO) VORTAC AND KINGFISHER (IFI) VORTAC MRA WAXEY INT 5000.

**FDC 7/4327** ZFW OK FI/T AIRWAY ZFW. V272 BETWEEN MC ALESTER (MLC) VORTAC AND WILL ROGERS (IRW) VORTAC MEA BETWEEN MINGG INT AND HOLLE INT 4700.

**FDC 7/4326** ZFW OK FI/T AIRWAY ZFW. V210-507 BETWEEN WILL ROGERS (IRW) VORTAC AND GAGE (GAG) VORTAC MRA WAXEY INT 5000.

**FDC 7/3699** ZFW TX. FI/T AIRWAY ZFW. V278 BETWEEN GUTHRIE (GTH) VORTAC, TX AND BOWIE (UKW) VORTAC, TX MEA 4500.

**FDC 7/3229** ZFW FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL) VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

**FDC 7/2798** ZFW AR FI/T AIRWAY ZFW ZME. V16 HOSES INT MRA 3000.

**FDC 7/1930** ZFW TX FI/T AIRWAY ZFW ZHU. V369 BETWEEN NAVASOTA (TNV) VORTAC, TX AND DALLAS-FORT WORTH (DFW) VORTAC, TX MEA 8000. COP NOW 77 NM FROM NAVASOTA (TNV) VORTAC, TX.

**FDC 6/8888** ZFW AR FI/T AIRWAY ZFW ZME. V124 BETWEEN DEENS INT, AR AND GLENA INT AR MOCA 2600.

**FDC 2/7230** ZFW FI/T AIRWAY ZFW. V18 DME FROM MONROE (MLU) VORTAC, LA AT WEBBY INT, LA. UNUSABLE.

## **HONOLULU CERAP**

**FDC 7/7114** ZHN HI...FI/T AIRWAY ZHN. V1-2 HARPO INT, HI TO MAKEN INT, HI; V8 BLUSH INT, HI TO FISHE INT, HI; V21 BIEN INT, HI TO OSTA INT, HI...RNAV EQUIPPED ACFT ONLY.

**FDC 7/7113** ZHN HI...FI/T AIRWAY ZHN. R577 ALICA INT, HI TO EBBER INT, HI, R578 PUMIC INT, HI TO FITES INT, HI...RNAV EQUIPPED ACFT ONLY.

**FDC 7/7112** ZHN HI...FI/T AIRWAY ZHN. V1 MAKEN INT, HI TO ROWIN INT, HI; V1-7 KONA (IAI) VORTAC, HI TO ROWIN INT, HI; V2-15-16 HILO (ITO) VORTAC, HI TO PUMIC INT HI; V2-21 PULPS INT, HI TO DEREK INT, HI; V3 MYNAH INT, HI TO VELLA INT, HI; V11 MAUI (OGG) VORTAC, HI TO SWEEP INT, HI; V12 MAGGI INT, HI TO SHARK INT, HI; V15-22 MAUI (OGG) VORTAC, HI TO RABAT INT, HI; V21 FUNKI INT, HI TO BESEN INT, HI; V22 HILO (ITO) VORTAC, HI TO BARBY INT, HI; V25 COOKE INT, HI TO BASSY INT, HI...DME REQUIRED.

**FDC 7/7109** ZHN HI...FI/T AIRWAY ZHN. R577 MAUI (OGG) VORTAC, HI TO ALICA INT, HI...DME REQUIRED.

**FDC 7/5468** ZHN HI...FI/T AIRWAY ZHN. V16 GECKO INT HI TO SOK VORTAC HI TO PUPPI INT HI: RNAV EQUIPPED ACFT ONLY.

**FDC 7/5467** ZHN HI...FI/T AIRWAY ZHN. V15 LIHUE (LIH) VORTAC TO SOK VORTAC HI TO CANON INT HI: RNAV EQUIPPED ACFT ONLY.

**FDC 7/5466** ZHN HI...FI/T AIRWAY ZHN. V12 NONNI INT HI TO KATHS INT HI: RNAV EQUIPPED ACFT ONLY.

**FDC 7/5465** ZHN HI...FI/T AIRWAY ZHN. V12 HONOLULU (HNL) VORTAC TO KEOLA HI INT TO NONNI INT HI: DME REQUIRED.

**FDC 7/5464** ZHN HI...FI/T AIRWAY ZHN. V4 HONOLULU (HNL) VORTAC TO GECKO INT HI TO BINJO INT HI: DME REQUIRED.

**FDC 6/1385** ZHN HI. FI/T AIRWAY ZHN. V22 MAUI (OGG) VORTAC, HI TO MOLOKAI (MKK) VORTAC, HI. DME REQUIRED.

**FDC 6/1350** ZHN HI. FI/T AIRWAY ZHN. V8 HONOLULU (HNL) VORTAC, HI TO MOLOKAI (MKK) VORTAC, HI DME REQUIRED.

**FDC 6/1353** ZHN HI. FI/T AIRWAY ZHN. V6 MAUI (OGG) VORTAC, HI TO BLUSH INT, HI DME REQUIRED.

**FDC 6/1365** ZHN HI. FI/T AIRWAY ZHN. V2 PALAY INT: DME REQUIRED. V6 BLUSH INT: DME REQUIRED. V8 ALANA INT: DME REQUIRED. V12-13 GRITL INT: DME REQUIRED. V12-13 BAMBO INT: DME REQUIRED. V12-13 JOELE INT: DME REQUIRED. V12-13 MAGGI INT: DME REQUIRED. V16-21 SAKKI INT: DME REQUIRED. V20 HAUNA INT: DME REQUIRED. V20, V16-21 JULLE INT: DME REQUIRED. V22 PLUMB INT: DME REQUIRED.

## **HOUSTON ARTCC**

**FDC 7/5739** /ZHU/ FI/T TX AIRWAY ZHU...V550 BETWEEN SAN ANTONIO (SAT) VORTAC, TX AND AUSTIN VORTAC MEA 3400 FOR NON DME OR NON RNAV EQUIPPED ACFT.

**FDC 7/3604** ZHU FI/T AIRWAY ZHU. V556 BETWEEN MARCS INT, TX AND SEEDS INT, TX MEA 5000.

**FDC 7/3556** ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN GUADA INT, TX AND STONEWALL (STV) VORTAC, TX...MOCA 3400.

**FDC 7/3228** ZHU FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL) VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

**FDC 7/2410** ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN SAN ANTONIO/SAT/VORTAC, TX AND GUADA INT, TX MOCA 2700.

**FDC 7/1931** ZHU TX FI/T AIRWAY ZFW ZHU. V369 BETWEEN NAVASOTA (TNV) VORTAC, TX AND DALLAS-FORT WORTH (DFW) VORTAC, TX MEA 8000. COP NOW 77 NM FROM NAVASOTA (TNV) VORTAC, TX.

**FDC 7/0149** ZHU FI/T AIRWAY ZHU. V70-194 LA-FAYETTE /LFT/ VORTAC LA TO BATON ROUGE /BTR/ VORTAC LA MEA 2000.

**FDC 6/7018** ZHU TX FI/T AIRWAY ZHU. V68 BETWEEN CENTER POINT/CSI/ TX VORTAC AND JUNCTION/JCT/ TX VORTAC MEA 3800.

A0035/96 NOTAMR A0034/96 ZHU FI/T AIRWAYS ZHU. ATS ROUTE FROM LEEVILLE (LEV) LA TO BUFFI, OG INTERSECTION; MEA NOT FLIGHT CHECKED. ATS ROUTE A766 FROM SABINE PASS (SBI) TX TO KLAMS, OG INTERSECTION; MEA NOT FLIGHT CHECKED.

**FDC 5/6319** ZHU TX. FI/T AIRWAYS ZHU. V568 BETWEEN LLANO /LLO/ VORTAC TX TO STONEWALL /STV/ VORTAC TX MOCA 3400.

**FDC 4/5265** ZHU TX. FI/T AIRWAYS ZHU. V13 HRL VOR/DME TX TO OPULL INT TX MEA 5000. V17 BRO VORTAC TX TO HRL VOR/DME TX MEA 8000 WHEN USING HRL VOR/DME TX. V70 BRO VORTAC TX TO JIMIE INT TX... HRL VOR/DME TX R-024 UNSBL BLO 5000 AT RAYMO INT TX.

## **INDIANAPOLIS ARTCC**

**FDC 7/2038** FI/T AIRWAY ZID. V45 HENDERSON (HNN) VORTAC, WV TO BREMN INT, OH MEA 10000. V45 BREMN INT, OH TO APPLETON (APE) VORTAC, OH MEA 3000.

**FDC 6/2535** ZID IN FI/T AIRWAY ZID. V51 FROM NABB /ABB/ VORTAC, IN TO SHELBYVILLE /SHB/ VORTAC, IN; CHANGEOVER POINT 20 NM FROM ABB.

**FDC 6/1059** ZID IN FI/T AIRWAY ZID. V53 HEALS INT, IN TO HOUSE INT, IN STREP INT, IN DME ONLY.

**FDC 6/1058** ZID KY FI/T AIRWAY ZID. V4-53 LOUISVILLE /IUU/ VORTAC, KY TO LEXINGTON /HYK/ VORTAC, KY FEDRA INT, KY; DME ONLY.

**FDC 5/3026** ZID FI/T AIRWAY ZME ZID. V7 GRAHAM /GHM/ VORTAC, TN TO CENTRAL CITY /CCT/ VORTAC, KY, NA.

## **JACKSONVILLE ARTCC**

**FDC 7/6694** ZJX FI/T AIRWAY ZMA ZJX. V159-V537 /VRB/ VORTAC, FL TO PRESK INT, FL MEA 2100. V159 PRESK INT, FL TO /ORL/ VORTAC, FL MEA 2100. V295 /VRB/ VORTAC, FL TO BAIRN INT, FL MEA 2100. V437 /PHK/ VORTAC, FL TO /MLB/ VOR/DME, FL MEA 2100.

**FDC 7/0772** ZJX FI/T AIRWAY ZJX ZDC. V1 CHARLESTON/CHS/ VORTAC SC TO GRAND STRAND/CRE/ VORTAC SC-INLET /DME FIX, SC AND PLANN INT/DME FIX, SC - DME FIXES ONLY. V1 GRAND STRAND/CRE/ VORTAC SC TO KINSTON /ISO/ VORTAC NC - ASHES INT NC - MRA 3000. V136 GRAND STRAND/CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC - HICKE INT NC - MRA 3000. V437 CHARLESTON/CHS/

VORTAC SC TO FLORENCE /FLO/ VORTAC SC - WESEL INT SC TO FLO VORTAC - MEA 4000.

**FDC 6/9429** ZJX FI/T AIRWAY ZJX. V1 GRAND STRAND/CRE/ VORTAC R-234 TO PLANN INT, 24 DME AND INLET INT 40 DME, DME ONLY.

**FDC 6/8392** ZJX FI/T AIRWAY ZJX ZTL. V-155 COLLIERS /IRQ/ VORTAC, SC TO WIDER INT, SC MEA 2500. WIDER INT, SC MRA 3000.

**FDC 6/5522** ZJX FI/T AIRWAY ZJX, ZDC, ZTL. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V66 RICHELIEU INT, SC TO SDZ VORTAC (NC); MEA 8000. V-155 LILLS INT NC TO SDZ; VORTAC (NC) MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC, WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN IS DME ONLY (CLT 26 DME) BELOW 8000.

**FDC 5/6620** ZJX GA FI/T AIRWAY ZJX. LOTTS INT V157, /AMG/ 035 DEG RDL/058 DME, /SAV/ 287 DEG RDL/039 DME; /AMG/ 58 DME UNUSABLE.

**FDC 5/1193** ZJX FI/T AIRWAY ZJX. V198 TAYLOR /TAY/ VORTAC FL TO CRAIG /CRG/ VORTAC FL MEA 3000. CECIL /VQQ/ VOR R-336 UNUSABLE.

## **KANSAS CITY ARTCC**

**FDC 7/7395** /ZKC/ FI/T AIRWAY ZKC...V272 MCALESTER (MLC) VORTAC, OK TO HOLLE INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 4000.

**FDC 7/7393** /ZKC/ FI/T AIRWAY ZME, ZKC...V-140 TULSA (TUL) VORTAC, OK TO PRYOR INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3400.

**FDC 7/7388** /ZKC/ FI/T AIRWAY ZME, ZKC...V-74 TULSA (TUL) VORTAC, OK TO MALTS INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3200.

**FDC 7/7382** /ZKC/ FI/T AIRWAY ZKC...V-436 TULSA (TUL) VORTAC, OK TO SAPP A INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 4000.

7/6671 /ZKC/ FI/T AIRWAY ZKC. V502 HOOZE INT, KS TO EMPORIA (EMP) VORTAC, KS MEA 3500.

**FDC 7/5801** /ZKC/ FI/T AIRWAY ZKC ZFW...J52 LIBERAL /LBL/ VORTAC KS TO ARDMORE /ADM/ VORTAC, OK MEA FL 220.

**FDC 7/5797** /ZKC/ FI/T AIRWAY ZKC ZFW...J20 LIBERAL /LBL/ VORTAC KS TO ROLLS INT, OK MEA FL 220. ROLLS INT TO WILL ROGERS /IRW/ VORTAC MEA FL 180.

**FDC 6/8893** ZKC FI/T AIRWAY ZKC. V116 MACON (MCM) VOR/DME, MO TO QUINCY (UIN) VORTAC, IL DELETE MOCA.

**FDC 5/4964** ZKC OK FI/T AIRWAY ZKC. V436 BETWEEN BARNS INT, OK AND SAPP A INT, OK; MOCA 2400.

**FDC 3/4469** ZKC FI/T AIRWAY ZKC. J151 FARMINGTON /FAM/ VORTAC, MO R-138 TO DOG LEG NA.

## **LOS ANGELES ARTCC**

**FDC 7/3447** ZLA CA FI/T AIRWAY CA. V107 BETWEEN PIRUE FIX AND REYES FIX - SE BOUND MEA 11000.

**FDC 6/3667** ZLA CA FI/T AIRWAY ZLA. V458 JULIAN (JLI) VORTAC, CA TO KUMBA INT, CA; MEA 8000.

## **MEMPHIS ARTCC**

**FDC 7/7394** /ZME/ FI/T AIRWAY ZME, ZKE V-140 TULSA (TUL) VORTAC, OK TO PRYOR INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3400.



**FDC 7/7387** /ZME/ FI/T AIRWAY ZME AKC...V-74 TULSA (TUL) VORTAC, OK TO MALTS INT, OK EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3200.

**FDC 7/7386** /ZME/ FI/T AIRWAY ZME...V-13 FORT SMITH (FSM) VORTAC, AR TO HADES INT, AR EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 4600.

**FDC 7/7385** /ZME/ FI/T AIRWAY ZME. V-13 FORT SMITH (FSM) VORTAC, AR TO CHESO INT, AR EXCEPT FOR DME OR RNAV EQUIPPED ACFT MEA 3500.

**FDC 7/4552** ZME FI/T AIRWAY ZME ZFW AR/OK. V532 BETWEEN OKMULGEE VOR, OK /OKM/ AND FORT SMITH VORTAC, AR /FSM/ AKINS INT MRA 3000.

**FDC 7/4545** ZME FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

**FDC 7/4384** ZME FI/T AIRWAY ZME ZFW. V397 MONROE /MLU/ VORTAC, LA TO RUTTS INT, MS MEA 6000. V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

**FDC 7/4382** ZME FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

**FDC 7/4364** ZME AR FI/T AIRWAY ZME. V278 BETWEEN TEXARKANA VORTAC /TXK/ AND MONTICELLO VOR/DME /MON/ COP NOW LOCUS INT.

**FDC 7/4317** ZME AR FI/T AIRWAY ZME. V534 DRANO INT MRA 3000.

**FDC 7/4316** ZME AR FI/T AIRWAY ZME. V303-532 BARBI INT MRA 3000.

**FDC 7/2799** ZME AR FI/T AIRWAY ZFW ZME. V16 HOSES INT MRA 3000.

**FDC 7/2655** ZME FI/T AIRWAY ZME. V-49 ELKED INT, AL TO NASHVILLE /BNA/ VORTAC, TN MOCA 2800.

**FDC 7/0513** ZME MS FI/T AIRWAY ZME. V455 SOSOE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V194 MIZZE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V18 BAETT INT, MS TO CONEE INT, MS MEA 4000. V9 BERRA INT, MS DME ONLY. V555 VAHNS INT, MS DME ONLY.

**FDC 6/8889** ZME AR FI/T AIRWAY ZME ZFW. V124 BETWEEN DEENS INT, AR AND GLENA INT, AR MOCA 2600.

**FDC 6/0554** ZME TN FI/T AIRWAY ZME. V94 BETWEEN VALER INT, TN AND TEACH INT, TN MOCA 2500.

**FDC 5/3027** ZME FI/T AIRWAYS ZME ZID. V7 GRAHAM /GHM/ VORTAC, TN TO CENTRAL CITY /CCT/ VORTAC, KY, NA.

**FDC 5/2361** ZME AR FI/T AIRWAY ZME. V124 BETWEEN TAFTE INT, AR AND HILLE INT, AR...MEA 6000; MRA HILLE...6000.

## **MIAMI ARTCC**

**FDC 7/7161** ZMA FL..FI/T AIRWAY ZMA. V521 LEE COUNTY /RSW/ VORTAC FL TO QUNCY INT FL MOCA 2500.

**FDC 7/6693** ZMA FI/T AIRWAY ZMA ZJX. V159-V537 /VRB/ VORTAC, FL TO PRESK INT, FL MEA 2100. V159 PRESK INT, FL TO /ORL/ VORTAC, FL MEA 2100. V295 /VRB/ VORTAC, FL TO BAIRN INT, FL MEA 2100. V437 /PHK/ VORTAC, FL TO /MLB/ VOR/DME, FL MEA 2100.

**FDC 7/5907** ZMA FL..FI/T AIRWAY ZMA. V7 CROWD INT FL TO LAKELAND /LAL/ VORTAC FL MEA 2200. V157-521 RINSE INT FL TO LAKELAND /LAL/ VORTAC FL MEA 2200. V511 HALLR INT FL TO LAKELAND /LAL/ VORTAC FL MOCA 2200.

**FDC 7/5477** ZMA FL..FI/T AIRWAY ZMA. V51 SHEDS INT FL MRA 3000.

**FDC 7/5432** ZMA FI/T AIRWAY ZMA. V509 CROWD INT FL TO ST. PETERSBURG /PIE/ VORTAC FL MOCA 2600.

**FDC 5/4041** ZMA FI/T AIRWAY ZMA. BR-22V FT LAUDERDALE /FLL/ VOR/DME TO DEKAL INT FL - NA. BR-57V FT LAUDERDALE /FLL/ VOR/DME TO DEKAL INT FL - NA.

**FDC 4/2363** ZMA FL FI/T AIRWAY ZMA. V579 VIOLA INT FL TO SARASOTA /SRQ/ VORTAC, FL MEA 7000.

## **MINNEAPOLIS ARTCC**

**FDC 7/5538** ZMP FI/T AIRWAY ZMP. V-148 GOPHER /GEP/ VORTAC, MN TO MAYER INT, MN MOCA 2400.

**FDC 7/4795** ZMP FI/T AIRWAY ZMP. V430 IMT VORTAC, MI TO DINER INT - DME UNUSEABLE BLW 4000.

**FDC 7/4794** ZMP FI/T AIRWAY ZMP. V341 IMT VORTAC, MI TO CHEAT INT - DME UNUSEABLE.

**FDC 7/2207** ZMP FI/T AIRWAY ZMP. V148 HAYWARD /HYR/ VOR/DME MN R057 TO MID POINT MEA 10000. R235 TO COP MEA 10000.

**FDC 7/2206** ZMP FI/T AIRWAY ZMP. V345 HAYWARD /HYR/ VOR/DME MN TO GRASS INT WI MEA 10000. R178 TO COP MEA 10000.

**FDC 7/2205** ZMP FI/T AIRWAY ZMP. V177 HAYWARD /HYR/ VOR/DME MN: R128 TO COP MEA 10000. R324 TO COP MEA 10000.

**FDC 7/0978** ZMP FI/T AIRWAY ZMP. V215 WHITE CLOUD, MI VORTAC /HIC/ TO GAYLORD, MI VOR/DME /GLR/ ADD CHANGE OVER POINT AT HIC 40 NM/GLR 57 NM.

**FDC 6/6036** ZMP FI/T AIRWAY ZMP. V55 SIREN /RZN/ VOR/DME, WI TO BRAINERD /BRD/ VORTAC, MN NA.

**FDC 6/5983** ZMP FI/T AIRWAY ZMP. V9-341 MADISON /MSN/ VORTAC, WI TO RANDO INT, WI MSN DME NA AT RANDO INT, WI.

## **NEW YORK ARTCC**

**FDC 7/4793** ZNY FI/T AIRWAY ZNY. V149 ALLENTOWN (FJC) VORTAC, PA TO MAZIE INT, PA, FJC R-157 UNUSABLE.

**FDC 7/4792** ZNY FI/T AIRWAY ZNY. V6 ALLENTOWN (FJC) VORTAC, PA TO LIZZI INT, NJ, FJC R-115 UNUSABLE.

**FDC 7/4733** FDC FI/P CORRECT U.S. GOVERNMENT IFR ENROUTE HIGH ALTITUDE CHART H3, PANEL J, EFFECTIVE 17 JUL 97 TO 11 SEP 1997. NCRP ON J174/JFK 156 RADIAL, 40 DME /SHOULD READ EMJAY VICE NATLE.

**FDC 7/3014** ZNY FI/T AIRWAY ZNY. V403-405 BELAY INT, MD TO POTTSTOWN /PTW/ VORTAC, PA MEA 6000.

**FDC 7/3013** ZNY FI/T AIRWAY ZNY. V210 LANCASTER (LRP) VORTAC. PA TO PROPP INT, PA MEA 3000.

**FDC 7/0659** ZNY NY. FI/T AIRWAY ZNY ZBW. J42 LA GUARDIA (LGA) VOR/DME, NY. TO MARIO INT, NY. LGA R-054 UNUSABLE.

**FDC 7/0653** ZNY FI/T AIRWAY ZNY. J146 ALLENTOWN (FJC) VORTAC, PA. TO KENNEDY (JFK) VOR/DME, NY. USE JFK R-287.

**FDC 7/0652** ZNY PA. FI/T AIRWAY ZNY. V184 HARRISBURG (HAR) VORTAC, PA. TO DELRO INT, PA. HAR R-145 UNUSABLE.

**FDC 7/0651** ZNY FI/T AIRWAY ZNY. V162 HYPER INT, MD. TO HARRISBURG (HAR) VORTAC, PA. HAR R-201 UNUSABLE.

**FDC 6/1904** ZNY PA..FI/T AIRWAY ZNY. V184-474 MO-DENA (MXE) VORTAC, PA TO DELRO INT, PA MEA 5000.

**FDC 6/0791** ZNY FI/T AIRWAY ZNY. V123-157 LA GUARDIA (LGA) VOR/DME TO FAMMA INT, NY MOCA 1600.

**FDC 6/0753** ZNY FI/T AIRWAY ZNY. V428 GEORGETOWN (GGT) VORTAC, NY TO CORTA INT, NY MEA 5000.

## **OAKLAND ARTCC**

**FDC 4/2590** ZOA FI/T AIRWAY ZOA, NV. V165 MUSTANG (FMG) VORTAC, NV TO PYRAM INT, NV MOCA 10000.

## **SALT LAKE CITY ARTCC**

**FDC 7/4861** ZLC FI/T AIRWAY ID/UT ZLC. J12-15 TWIN FALLS /TWF/ VORTAC, ID TO SALT LAKE CITY /SLC/ VORTAC, UT MEA 22000.

**FDC 7/4860** ZLC FI/T AIRWAY ID/UT ZLC. V484 DRYAD INT, ID TO SWITZ INT, UT NA.

**FDC 7/4637** ZLC FI/T AIRWAY ZLC. V465 DUNOIR (DNW) VOR/DME WY TO REDLO INT MT MEA 17000 COP 45 NM.

**FDC 7/1542** ZLC FI/T AIRWAY ZLC. V465 DUNOIR VOR/DME, WY TO REDLO INT, MT MEA 17000.

**FDC 6/1033** ZLC FI/T AIRWAY ZLC ZDV. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME, CO; MEA 25000.

## **SAN JUAN CERAP**

**FDC 6/3752** ZSU FI/T AIRWAY ZSU. A555 ST. CROIX /COY/ VOR/DME, VI TO PORQE INT, VI TO ILURI INT, PR /TJZS/CTA/FIR/ MEA 7500.

**FDC 6/3751** ZSU FI/T AIRWAY ZSU. R-507 GRAND TURK /GTK/ VORTAC, TK TO CONCH OA, RAD 119.

## **SEATTLE ARTCC**

**FDC 7/5141** ZSE FI/T AIRWAY ZSE. WHEN BATTLEGROUND/BTG/VORTAC OUT OF SERVICE; V-165 NEWBERG VORTAC OR. TO WINLO INT WA. NON-DME/RNAV EQUIPPED AIRCRAFT MEA 6000.V-500 NEWBERG VORTAC OR. TO HARZL INT OR. EASTBOUND MEA 10000 WESTBOUND DME REQUIRED.V1-165 NEWBERG VORTAC OR TO DESCHUTES OR. NORTHWESTBOUND DME REQUIRED, SOUTH-

EASTBOUND MEA 12500. V-182 NEWBERG VORTAC OR TO OSWEG INT OR. NA.

## **WASHINGTON ARTCC**

**FDC 7/6137** ZDC FI/T AIRWAY ZDC,ZTL. V37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

**FDC 7/5603** ZDC FI/T AIRWAY ZDC. V44 PALEO INT, MD TO DONIL INT,DE MEA 13000.

**FDC 7/2052** ZDC FI/T AIRWAY ZDC. V296 GANDS INT MRA 3000.

**FDC 7/0773** ZDC FI/T AIRWAY ZDC ZJX. V1 CHARLESTON/CHS/VORTAC SC TO GRAND STRAND/CRE/ VORTAC SC-INLET INT/DME FIX, SC AND PLANN INT/DME FIX SC- DME FIXES ONLY V1 GRAND STRAND/CRE/ VORTAC SC TO KINSTON/ISO/VORTAC NC-ASHES INT NC-MRA 3000. V136 GRAND STRAND/CRE/ VORTAC SC TO FAYETTEVILLE/FAY/ VOR/DME NC- HICKE INT NC-MRA 3000. V437 CHARLESTON/CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC-WESEL INT SC TO FLO VORTAC- MEA 4000.

**FDC 7/0654** ZDC FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG(LYH) VORTAC, VA. TO COLZI INT,NC. LYHR-230 UNUSABLE.

**FDC 6/7636** ZDC FI/T AIRWAY ZDC. V3 CARML INT, VA TO HARVY INT, VA MEA 6000.

**FDC 6/5520** ZDC FI/T AIRWAY ZDC ZTL ZJX. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V-66 RICKE INT, SC TO SDZ VORTAC, NC MEA; 8000. V-155 LILLS INT, NC TO SDZ VORTAC, NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT,NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

**FDC 6/4187** ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO CEROL INT, VA MEA 6000

**FDC 6/3723** ZDC FI/T AIRWAY ZDC. V29 SALISBURY (SBY) VORTAC, MD TO LAFLN INT, DE MEA 5000.

**FDC 6/3722** ZDC FI/T AIRWAY ZDC. V01 SALISBURY (SBY) VORTAC, MD TO WATERLOO VOR/DME (ATR), WATERLOO, DE MEA 5000.

**FDC 5/0075** ZDC NC FI/T AIRWAY ZDC. G13 PAMLICO/ OUC/NDB, NC TO MANTEO/MQI/ NDB,NC UNUSABLE. V56 PUNGO INT NC TO HATTERAS INLET STATION/HI/ NDB UNSABLE.

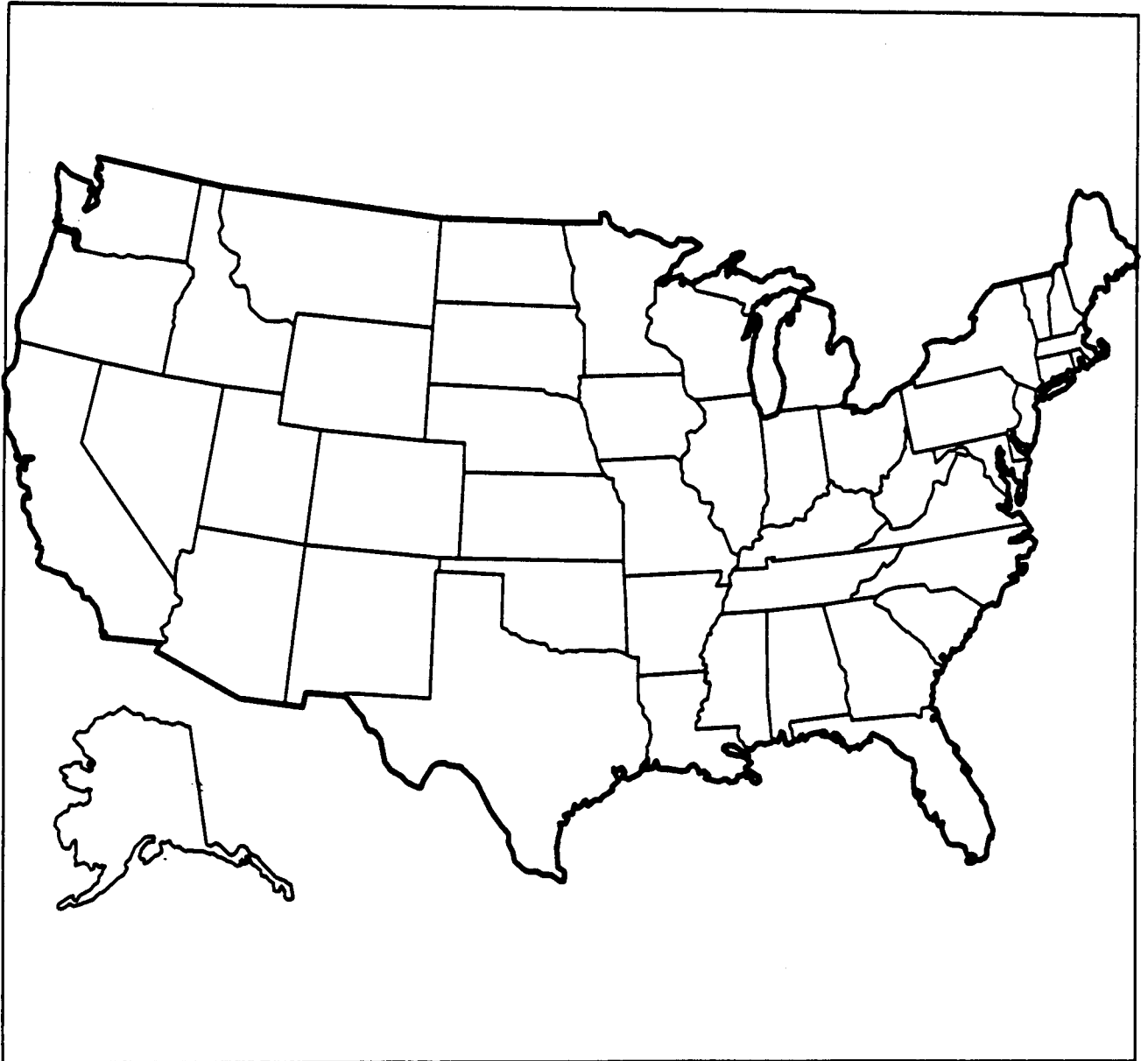
**FDC 4/4917** ZDC PA FI/T AIRWAY ZDC. V214, V433, V445 SOMTO INT, PA TO YARDLEY (ARD) VORTAC, PA MOCA 1500 FT.

# **Part 1.**

## **Section 2.**

**FDC**

### **AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS**



# Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

## ALABAMA

### AUBURN

**Auburn-Opelika Robert G. Pitts**

**FDC 7/0042** /AUO/ FI/P AUBURN-OPELIKA ROBERT G. PITTS, AUBURN, AL. VOR OR GPS RWY 28 AMDT 9A...DELETE NOTE: STRAIGHT-IN MNMS NA AT NIGHT. THIS BECOMES VOR OR GPS RWY 28 AMDT 9B.

### BIRMINGHAM

**Birmingham Intl**

**FDC 7/5416** /BHM/ FI/T BIRMINGHAM INTL, BIRMINGHAM, AL. ILS RWY 23, ORIG...MNMS: S-ILS 23 NA.

### COURTLAND

**Industrial Airpark**

**FDC 4/4812** /9A4/ FI/T INDUSTRIAL AIRPARK, COURTLAND, AL. VOR OR GPS RWY 13 ORIG...OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE HUNTSVILLE ALSTG AND INCREASE ALL MDA'S 80 FEET AND VISIBILITY CATS B/C/D 1/4 MILE.

### DOTHAN

**Dothan**

**FDC 7/0462** /DHN/ FI/T DOTHAN, DOTHAN, AL. ILS RWY 32, AMDT 7B...RRS 2.5 DME STEPDOWN FIX NA. DME MINIMUMS NA. WHEN CONTROL TOWER CLOSED, USE CAIRNS ALTIMETER SETTING AND INCREASE ALL DH/MDAS 60 FT AND VIS S-LOC 32 CAT C/D 1/2 MILE.

### FAIRHOPE

**Fairhope Muni**

**FDC 7/1519** /4R4/ FI/T FAIRHOPE MUNI, FAIRHOPE, AL. VOR/DME OR GPS-A, AMDT 4...CIRCLING MNMS: ALL CATS MDA 680/HAA 586. BFM 11 DME FIX MNM ALTITUDE 720 FT MSL. WHEN MOBILE DOWNTOWN ALTIMETER NOT RECEIVED USE MOBILE REGIONAL ALSTG AND INCREASE ALL MDA'S 40 FT AND INCREASE VSBY CAT C TO 1 3/4.

### FORT RUCKER

**Lowe AHP**

**FDC 7/5756** /LOR/ FI/T LOWE AHP, FORT RUCKER, AL. COPTER NDB 063 DEGREES, ORIG...PROC NA.

### GREENSBORO

**Greensboro Muni**

**FDC 7/5772** /7AO/ FI/T GREENSBORO MUNI, GREENSBORO, AL. NDB OR GPS RWY 36, ORIG-A. S-36 MDA 800/HAT 628 ALL CATS, VIS CAT C 1 3/4. CIRCLING MDA 800/HAA 620 ALL CATS.

### GULF SHORES

**Jack Edwards**

**FDC 7/1518** /AL15/ FI/T JACK EDWARDS, GULF SHORES, AL. VOR OR GPS-A, AMDT 2...CIRCLING MNMS: ALL CATS MDA 520/HAA 504.

### HALEYVILLE

**Posey Field**

**FDC 4/6193** /1M4/ FI/T POSEY FIELD, HALEYVILLE, AL. VOR/DME RWY 18 AMDT 3A...PROC NA.

### MOBILE

**Mobile Downtown**

**FDC 7/5771** /BFM/ FI/T MOBILE DOWNTOWN, MOBILE, AL. RADAR 1, ORIG-A, PROC NA.

**FDC 7/2004** /BFM/ FI/T MOBILE DOWNTOWN, MOBILE, AL. ILS RWY 32, ORIG. VOR OR GPS RWY 14, AMDT 5. VOR OR GPS RWY 32, AMDT 10. RNAV OR GPS RWY 36, ORIG. CIRCLING MDA 580/HAA 554 CATS A/B/C. RADAR-1...VOR RWY 18, ORIG...CIRCLING MDA 580/HAA 554 CATS A/B/C. MOBILE REGIONAL ALTIMETER SETTING MNMS: CIRCLING MDA 620/HAA 594 ALL CATS.

**FDC 6/9409** /BFM/ FI/T MOBILE DOWNTOWN, MOBILE, AL. RADAR-1 RWY 36 ORIG-A...S-36 ALL CATS MDA 460/HAT 434. MOBILE REGIONAL ALSTG MNMS S-36 ALL CATS: MDA 520/HAT 494.

### MONROEVILLE

**Monroe County**

**FDC 7/3142** /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 21 AMDT 8L...RWY 21 DME MNMS. CIRCLING: CATS A/B/C MDA 940/HAA 521. VOR OR GPS RWY 3 AMDT 8...RWY 3 - CATS A/B/C/D MDA 940/HAT 522. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 940/HAA 521.

### MONTGOMERY

**Dannelly Field**

**FDC 7/4474** /MGM/ FI/T DANNELLY FIELD, MONTGOMERY, AL. HI-TACAN-A...MISSED APPROACH: CLIMB TO 2000 DIRECT MGM VORTAC. CONTINUE CLIMB TO 2300 VIA MGM R-126 TO 10 DME THEN CONTINUE CLIMB TO 3500 VIA MGM R-126 TO SHADY INT.

**FDC 7/1202** /MGM/ FI/T DANNELLY FIELD, MONTGOMERY, AL. ILS RWY 28, AMDT 8B...COUPLED APPROACHES NA BELOW 842 FT MSL.

### MUSCLE SHOALS

**Muscle Shoals Regional**

**FDC 7/1837** /MSL/ FI/T MUSCLE SHOALS REGIONAL, MUSCLE SHOALS, AL. ILS RWY 29, AMDT 3A...VOR/DME OR GPS RWY 11 AMDT 5A...VOR OR GPS RWY 29 AMDT 26A...ALTN MNMS NA WHEN CLASS E AIRSPACE NOT IN EFFECT EXCEPT FOR OPERATIONS WITH APPROVED WEATHER REPORTING SERVICE.

### SELMA

**Craig Field**

**FDC 6/3206** /SEM/ FI/T CRAIG FIELD, SELMA, AL. VOR RWY 15, ORIG AND VOR RWY 33, ORIG. TERMINAL ROUTE FROM BEING INT TO JYU VOR/DME IS NA.

### TROY

**Troy Muni**

**FDC 5/6101** /TOI/ FI/T TROY MUNI, TROY AL. RADAR INSTRUMENT APPROACH MINIMUMS...PAR S-7 ALL CATS VIS 1 MILE.

## TUSCALOOSA

### Tuscaloosa Muni

**FDC 7/7406** /TCL/ FI/T TUSCALOOSA MUNI, TUSCALOOSA, AL. ILS RWY 4 AMDT 14...S-4 ILS DH 557/HAT 398 ALL CATS, VIS 1 ALL CATS. FOR INOPERATIVE MALSR INCREASE S-ILS-4 VISIBILITY TO 1 1/2 MILES. S-4 LOC MDA 600/HAT 441 ALL CATS, VIS CATS A AND B 1/2, CATS C AND D 3/4. FOR INOPERATIVE MALSR INCREASE S-LOC-4 CAT D VIS TO 1 1/2. BIRMINGHAM ALSTG MNMS: S-4 ILS DH 824/HAT 665 ALL CATS, VIS 2 1/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE S-ILS-4 VISIBILITY TO 2 1/2 MILES. S-4 LOC MDA 880/HAT 721 ALL CATS, VIS CATS A AND B 1/2, CAT C 1 1/2, CAT D 1 3/4. DEP RWY 22 TKOF MNMS: 300-1.

**FDC 7/7300** /TCL/ FI/P TUSCALOOSA MUNI, TUSCALOOSA, AL. VOR OR TACAN OR GPS RWY 22 AMDT 13...CIRCLING MDA 800/HAA 630 ALL CATS, VIS CAT C 1 3/4. BIRMINGHAM ALSTG MNMS: CIRCLING MDA 1080/HAA 910 ALL CATS, VIS CAT A 1 1/4, C 2 3/4, CAT D 3. THIS IS VOR OR TACAN OR GPS RWY 22 AMDT 13A.

**FDC 7/7299** /TCL/ FI/P TUSCALOOSA MUNI, TUSCALOOSA, AL. ILS RWY 4 AMDT 14...CIRCLING MDA 800/HAA 630 ALL CATS, VIS CAT C 1 3/4. BIRMINGHAM ALSTG MNMS: CIRCLING MDA 1080/HAA 910 ALL CATS, VIS CAT C 2 3/4, CAT D 3. THIS IS ILS RWY 4 AMDT 14A.

**FDC 7/7298** /TCL/ FI/P TUSCALOOSA MUNI, TUSCALOOSA, AL. VOR OR TACAN RWY 4 AMDT 11...CIRCLING MDA 800/HAA 630 ALL CATS, VIS CAT C 1 3/4. BIRMINGHAM ALSTG MNMS: CIRCLING MDA 1080/HAA 910 ALL CATS, VIS CAT A 1 1/4, C 2 3/4, CAT D 3. THIS IS VOR OR TACAN RWY 4 AMDT 11A.

**FDC 7/7297** /TCL/ FI/P TUSCALOOSA MUNI, TUSCALOOSA, AL. NDB OR GPS RWY 4 AMDT 10...CIRCLING MDA 800/HAA 630 ALL CATS, VIS CAT C 1 3/4. BIRMINGHAM ALSTG MNMS: CIRCLING MDA 1080/HAA 910 ALL CATS, VIS CAT A 1 1/4, C 2 3/4, CAT D 3. THIS IS NDB OR GPS RWY 4 AMDT 10A.

**FDC 7/5248** /TCL/ FI/T TUSCALOOSA MUNI, TUSCALOOSA, AL. ILS RWY 4, AMDT 14...S-4 LOC MDA 520/HAT 361 ALL CATS. BIRMINGHAM ALTIMETER SETTING MINIMUMS S-4 LOC MDA 800/HAT 641 ALL CATS.

## ALASKA

### AMBLER

#### Ambler

**FDC 7/5655** /AFM/ FI/T AMBLER, AMBLER, AK. NDB RWY 36, AMDT 1A...4 DME STEPDOWN FIX, DME MNMS, AND VDP NA. S-36 MDA 1440/HAT 1151 ALL CATS. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3. CIRCLING ALL CATS MDA 1440/HAA 1151. VIS CAT A 1-1/4; CAT B 1-1/2; CAT C 3.

### ANCHORAGE

#### Anchorage Intl

**FDC 7/7208** /ANC/ FI/P ANCHORAGE INTL, ANCHORAGE, AK. ILS RWY 6R, AMDT 11...S-ILS 06R: CAT IIIA RVR 700; CAT A,B,C,D. CAT IIIB RVR 600; CAT A,B,C,D. CAT IIIC NA. THIS IS ILS RWY 6R, AMDT 11A.

#### Merrill Field

ASOS CMSND. PHONE 907-272-0542.(10/97)

## BETHEL

### Bethel

**FDC 7/7246** /BET/ FI/T BETHEL, BETHEL, AK. LOC/DME BC RWY 36, AMDT 4C...S-36 MDA 460/HAT 338 ALL CATS. CIRCLING CA MDA 520/HAA 397.

## DILLINGHAM

### Dillingham

**FDC 7/7055** /DLG/ FI/P DILLINGHAM, DILLINGHAM, AK. CORRECT U.S. TERMINAL PROCEDURES, ALASKA, VOL 1 OF 1 DATED 11 SEP 97, PAGE C2. DEPARTURE PROCEDURE...DEPARTURE PROCEDURE SHOULD READ: RWY 1, CLIMB STRAIGHT AHEAD TO 500, NW BOUND (270 CW 360) TURN RIGHT DIRECT DLG VOR/DME. RWY 19, NW BOUND (270 CW 360) CLIMB STRAIGHT AHEAD TO DLG VOR/DME, THEN ON COURSE.

## FAIRBANKS

### Fairbanks Intl

**FDC 5/6470** /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. VOR OR TACAN RWY 19R ORIG...CHG NOTE FROM 'ADF OR DME RQRD' TO 'ADF RQRD'.

## FORT GREELY

### Allen AAF

**FDC 7/4102** /BIG/ FI/T ALLEN AAF, FORT GREELY, AK. GPS RWY 18, ORIG...SINVY WP TO AYJAY WP (IAF) 5500. MEYLE WP TO GUZNA WP NA.

## GUSTAVUS

### Gustavus

**FDC 7/1104** /GST/ FI/T GUSTAVUS, GUSTAVUS, AK. NDB OR GPS-A AMDT 3A...PROC NA.

## HOMER

### Homer

**FDC 7/7110** /HOM/ FI/T HOMER, HOMER, AK. LOC/DME RWY 3, AMDT 8A...S-3 MDA 400/HAT 335, VIS 1-1/4 ALL CATS. CIRCLING CAT A MDA 480/HAA 402, VIS CAT A/B 1-1/4.

**FDC 7/6884** /HOM/ FI/T HOMER, HOMER, AK. NDB OR GPS RWY 3, AMDT 2B...S-3 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

RY 03/21 MIRL NOW HIRL. ACTVT HIRL RY 03/21 AND MALS RY 03 - CTAf.(10/97)

## KING SALMON

### King Salmon NDB

(KN)NDB DCMSND.(10/97)

### King Salmon ILS Ry 11

(I-AKN) MM DCMSND.(10/97)

### King Salmon

**FDC 7/6957** /AKN/ FI/T KING SALMON, KING SALMON, AK. VOR/DME OR TACAN OR GPS RWY 29 AMDT 8...TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC AND PROCEDURE TURN NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

**FDC 7/6956** /AKN/ FI/T KING SALMON, KING SALMON, AK. LOC/DME BC RWY 29, AMDT 1A. TERMINAL ROUTE OLLER/AKN R-205/15 TO AKN R-111/15 VIA 15 DME ARC NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

**FDC 7/2615** /AKN/ FI/T KING SALMON, KING SALMON, AK. ILS RWY 11 AMDT 1...S-LOC 11: MDA 440/HAT 396 ALL CATS, VIS CAT E 1.

## KODIAK

### Kodiak VORTAC

(ODK)VOR/DME & TACAN AZIMUTH UNUSBL 145-180 BYD 32 NM BLO 6000 FT; 181-240-BYD 20 NM BLO 11000 FT; 241-270 BYD 18 NM 13000 FT; 271-280 BYD 10 NM BLO 6000 FT; 271-280 BYD 20 NM BLO 12000 FT; 281-320 BYD 18 NM BLO 13000 FT; 321-334 BYD 32 NM BLO 6000 FT.(10/97)

## KOTZEBUE

### Ralph Wein Mem

ASOS CMSND. FREQ 135.45. PHONE 907-442-2279.(11/97)

## NUIQSUT

### Nuiqsut

**FDC 7/6216** /AQT/ FI/T NUIQSUT, NUIQSUT, AK. GPS RWY 4, ORIG...PROC NA.

**FDC 7/6215** /AQT/ FI/T NUIQSUT, NUIQSUT, AK. GPS RWY 22, ORIG...PROC NA.

## PORT HEIDEN

### Port Heiden

AWOS-3 DCMSND.(10/97)

## SEWARD

### Seward

ASOS CMSND. FREQ 126.625. PHONE 412-463-8551.(10/97)

## VALDEZ

### Valdez

**FDC 5/4171** /VDZ/ FI/T VALDEZ, VALDEZ, AK. LDA/DME-C, AMDT 3A...LDA/DME-D, ORIG...LDA/DME-E, AMDT 3...LDA/DME-F, AMDT 3...TRANSITION FROM JOH VORTAC (IAF) NOPT TO I-VDZ 20 DME NOT AUTHORIZED.

# ARIZONA

## ALMYRA

### Almyra Muni

**FDC 7/0283** /M73/ FI/T ALMYRA MUNI, ALMYRA, AZ. VOR/DME OR GPS-A, AMDT 4B...PROC NA.

## BULLHEAD CITY

### Laughlin/Bullhead City

**FDC 4/2976** /IFP/ FI/P LAUGHLIN/BULLHEAD CITY, BULLHEAD CITY, AZ. PURSUANT TO FAR 91.126/D/ CLASS G AIRSPACE...ACFT TRAVERSING FOLLOWING AIRSPACE: AT AND BELOW 2500 FT AGL WITHIN 4 NMR OF BULLHEAD CITY, MUST ESTABLISH TWO-WAY COMMUNICATIONS WITH ATCT PRIOR TO PENETRATION.

## CHANDLER

### Chandler Muni

**FDC 7/6091** /CHD/ FI/T CHANDLER MUNI, CHANDLER, AZ. VOR OR GPS RWY 4L AMDT 5A...CIRCLING MDA

1780, HAA 538 CAT C. PHOENIX ALSTG MNMS CIRCLING MDA 1840, HAA 598 CAT C. TEMP CRANE 1423 FT MSL 1.64 NM E AER 22L.

### Stellar Airpark

**FDC 7/5953** /P19/ FI/T STELLAR AIRPARK, CHANDLER, AZ. VOR OR GPS-A AMDT 1...CIRCLING MDA CAT A 1600 HAA 425.

## FLAGSTAFF

### Flagstaff Pulliam

**FDC 6/1202** /FLG/ FI/T FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. ILS/DME RWY 21 ORIG...TIME/DISTANCE TABLE NA.

## FORT HUACHUCA/SIERRA VISTA

### Libby AAF-Sierra Vista Muni

**FDC 6/9444** /FHU/ FI/T LIBBY AAF-SIERRA VISTA MUNI, FORT HUACHUCA/SIERRA VISTA, AZ. NDB RWY 26 AMDT 2...S-26: CATS A/B MDA 5300, HAT 674, VIS 1, CAT C MDA 5300, HAT 674, VIS 2; CAT D MDA 5300, HAT 674, VIS 2 1/4. CIRCLING: CATS A/B MDA 5300, HAA 584, VIS 1. CAT C MDA 5300, HAA 584, VIS 2; CAT D MDA 5300, HAA 584, VIS 2 1/4. MSA TO DRAGOO NDB /DAO/ BRGS 280-100 10500. VOR OR GPS RWY 26 AMDT 2...ILS RWY 26 AMDT 1...MSA TO LIBBY TACAN /FHU/ R-280 CW TO R-100 10500.

## GRAND CANYON

### Grand Canyon National Park

**FDC 7/3361** /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. VOR RWY 3 AMDT 4...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE 1. PROCEDURE NOT AUTHORIZED. 2. ALTERNATE MNMS NOT AUTHORIZED. IFR ALTN MNM: STANDARD EXPECT CAT D 800 2 1/4.

**FDC 7/2778** /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. ILS/DME RWY 3 AMDT 3...DELETE NOTE WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. ADD NOTE: WHEN LOCAL ALTN NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. IFR ALTN MNMS: STANDARD, NA WHEN CONTROL TOWER CLOSED.

## PAGE

### Page Muni

**FDC 6/5494** /PGA/ FI/T PAGE MUNI, PAGE, AZ. VOR OR GPS-A ORIG...PROC NA.

## PARKER

### Avi Suquilla

**FDC 5/0794** /P20/ FI/T AVI SUQUILLA, PARKER, AZ. VOR/DME-A AMDT 2A...LOCAL ALTIMETER NOT AUTHORIZED. CHANGE NOTE TO READ: USE BLYTHE, CA ALSTG, WHEN NOT RECEIVED, PROC NOT AUTHORIZED.

## PHOENIX

### Phoenix Sky Harbor Intl

**FDC 7/4477** /PHX/ FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. VOR/DME OR GPS RWY 8R AMDT 1...S-8R NA ALL CATS. MNM AL CARVE/PXR 4.7 DME 2020.

## SPRINGERVILLE

### Springerville-Babbitt Field

**FDC 6/6165** /Q35/ FI/T SPRINGERVILLE-BABBITT FIELD, SPRINGERVILLE, AZ. GPS RWY 21, ORIG...PROC NA.

## YUMA

### Yuma MCAS-Yuma Intl

**FDC 7/3288** /YUM/ FI/T YUMA MCAS-YUMA INTL, YUMA, AZ. ILS RWY 21R AMDT 4...IFR ALTN MNMS: STANDARD.

## ARKANSAS

## BRINKLEY

### Frank Federer Memorial

**FDC 7/0292** /M36/ FI/T FRANK FEDERER MEMORIAL, BRINKLEY, AR. GPS RWY 20, ORIG-A...PROC NA.

## CAMDEN

### Harrell Field

**FDC 7/2527** /CDH/ FI/T HARRELL FIELD, CAMDEN, AR. NDB OR GPS RWY 18, AMDT 9...S-18 MDA 780 HAT 650 ALL CATS. VIS CAT C 1 3/4. VIS CAT D 2. CIRCLING MDA 780 HAA 650 ALL CATS. VIS CAT C 1 3/4. VIS CAT D 2.

## FAYETTEVILLE/SPRINGDALE/ROGERS

### Northwest Arkansas Regional

**FDC 7/7228** /XNA/ FI/T NORTHWEST ARKANSAS REGIONAL, FAYETTEVILLE/SPRINGDALE/ROGERS, AR. GPS RWY 16, ORIG...GPS RWY 34, ORIG...PROC NA.

## FORT SMITH

### Fort Smith Regional

**FDC 7/7279** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR 1, AMDT 7...HI-LOC BC RWY 7, AMDT 4...HI-VOR/DME OR TACAN RWY 7, AMDT 4...S-ASR 7 MDA 1160/HAT 691 ALL CATS.

**FDC 7/7211** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-VOR/DME OR TACAN RWY 25, AMDT 5...PGO R-359 NA. MISSED APPROACH INSTRUCTIONS: CLIMB TO 4000 VIA FSM R-232 TO SPIRO/15.00 DME AND HOLD.

**FDC 7/6480** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR/DME OR TACAN OR GPS RWY 7, AMDT 10...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500. MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 DIRECT TO FSM VORTAC AND HOLD (TACAN AIRCRAFT CONTINUE TO 4000 VIA R-036 TO FIGGS 10 DME AND HOLD, NE, RIGHT TURN, 216 INBOUND.

**FDC 7/6479** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR OR TACAN OR GPS RWY 25, AMDT 24...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500.

**FDC 7/6478** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR-1, AMDT 7...ILS RWY 25, AMDT 20...LOC BC RWY 7, AMDT 9...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4.

**FDC 7/6474** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-ILS RWY 25, AMDT 5...HI-LOC BC RWY 7, AMDT 4...HI-VOR/DME OR TACAN RWY 7, AMDT

4...HI-VOR/DME OR TACAN RWY 25, AMDT 5...CIRCLING CAT E MDA 1220/HAA 751 VIS 2-3/4.

**FDC 7/4854** /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. NDB RWY 25, AMDT 24. S-25 MDA 1140/HAT 695 ALL CATS. VIS CAT C 1-1/2, VIS CAT D 2. ALTERNATE MNMS: CAT C 800 2-1/4, CAT D 800 2-1/2.

## LITTLE ROCK

### Adams Field

**FDC 7/7320** /LIT/ FI/P ADAMS FIELD, LITTLE ROCK, AR. CORRECT U.S. TERMINAL PROCEDURES SOUTH CENTRAL (SC) VOL 1 OF 4, DATED 6 NOV 97, PAGE 186, ILS RWY 4R, AMDT 1...DELETE 6.3 DME FROM (IAF) MYNIE INT/OM.

**FDC 7/6763** /LIT/ FI/P ADAMS FIELD, LITTLE ROCK, AR. NDB RWY 22R, AMDT 6...MISSED APPROACH INSTRUCTIONS: CLIMB TO 2300 VIA HEADING 220 AND LIT R-250 TO BEGAN INT AND HOLD. THIS IS NDB RWY 22R, AMDT 6A.

## MENA

### Mena Intermountain Muni

**FDC 6/5435** /M39/ FI/T MENA INTERMOUNTAIN MUNI, MENA, AR. GPS RWY 17, ORIG...PROC NA.

## CALIFORNIA

## ALTURAS

### Alturas Muni

**FDC 5/4377** /O00/ FI/T ALTURAS MUNI, ALTURAS, CA. TKOF MNMS/IFR DEP PROC...ADD TKOF MNMS: RWY 31...STANDARD. RWYS 3, 21, 31...900-2 OR STANDARD WITH A MNM CLIMB OF 350 FT PER NM TO 5400.

## BAKERSFIELD

### Bakersfield Muni

**FDC 7/7402** /BFL/ FI/T BAKERSFIELD/MEADOWS FIELD, BAKERSFIELD, CA. VOR OR GPS RWY 30R AMDT 7...S-30R MNMS NA.

**FDC 6/1155** /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS...RWY 16 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 500.

**FDC 4/2059** /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. VOR/DME RWY 34 ORIG...WHEN MEADOWS FIELD ALSTG NOT RCVD: PROC NA.

### Meadows Field

**FDC 4/2080** /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. ILS RWY 30R AMDT 27; NDB RWY 30R AMDT 6...WHEN LCL ALSTG NOT RCVD, PROC NA.

**FDC 4/2057** /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR RWY 30R AMDT 7; VOR-A ORIG...WHEN LCL ALSTG NOT RCVD PROC NA. ADD NOTE: ALTN MINS NA WHEN CTL TWR CLOSED.

## CARLSBAD

### McClellan-Palomar

**FDC 7/2772** /CRQ/ FI/T MCCLELLAN-PALOMAR, CARLSBAD, CA. VOR OR GPS-A AMDT 6...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE USE MIRAMAR ALSTG AND INCREASE ALL DME MNMS 80 FT. CHANGE IFR ALTN MNMS TO: CATS A/B 1000-2 CAT C 1000-3. NA WHEN

CONTROL TOWER CLOSED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## CHINO

### Chino

**FDC 6/2316** /CNO/ FI/T CHINO, CHINO, CA. ADD TKOF MNMS RWYS 08R AND 26L NA. DEP PROC: CHANGE ALL REFERENCES TO RWY 08/26 TO 08L/26R.

**FDC 6/8686** /CNO/ FI/T CHINO, CHINO, CA. VOR OR GPS-B AMDT 3...CIRCLING ALL CATS MDA 1480, HAA 830, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4.

## COLUMBIA

### Columbia

**FDC 7/6738** /O22/ FI/T COLUMBIA, COLUMBIA, CA. IFR DEP PROC NA.

## CONCORD

### Buchanan Field

**FDC 7/4155** /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. NDB OR GPS RWY 19R, ORIG...S-19R: ALL CATS, MDA 1040/HAT 1020; VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING ALL CATS, MDA 1040/HAA 1017 VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CHANGE INOP TABLE NOTE TO READ: INOP TABLE DOES NOT APPLY.

**FDC 7/2755** /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. LDA RWY 19R AMDT 7...VOR RWY 19R AMDT 12...NDB OR GPS RWY 19R ORIG...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED.

## DAGGETT

### Barstow-Daggett

RY 08/26 CLSD INDEFINITE (10/97)

## EL MONTE

### El Monte

**FDC 7/6360** /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR OR GPS-A AMDT 6...CHANGE ALL REFERENCES OF AZUSA/POM 6.5 DME TO WITTY INT/POM 6.3 DME.

**FDC 7/6348** /EMT/ FI/T EL MONTE, EL MONTE, CA. NDB OR GPS-C ORIG...PROC NA.

**FDC 7/2759** /EMT/ FI/T EL MONTE, EL MONTE, CA. NDB OR GPS-C ORIG...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, USE ONTARIO ALSTG MNMS AND INCREASE MDA'S 80 FT. CHANGE IFR ALTN MNMS TO STANDARD, NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2757** /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR/DME OR GPS-B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE ONTARIO ALSTG MNMS. CHANGE IFR ALTN MNMS TO: CATS A/B 1100-2, NA WHEN CONTROL TOWER CLOSED.

## EUREKA

### Murray Field

**FDC 6/9559** /EKA/ FI/T MURRAY FIELD, EUREKA, CA. RNAV OR GPS RWY 11, AMDT 5...S-11: MDA, ALL CATS; 1000; HAT ALL CATS, 993. VIS, CATS A AND B 1 1/4, CAT C 2 3/4. CIRCLING: MDA, ALL CATS; 100, HAA ALL CATS 993. VIS, CATS A AND B 1 1/4, CAT C 2 3/4.

## FULLERTON

### Fullerton Muni

**FDC 6/5040** /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. LOC RWY 24, AMDT 3B...ADD NOTES: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT CONGA/I-FUL 2.6 DME 40 FT. WHEN SANTA ANA ALSTG USED, S-24 AND LOC/DME MINIMA S-24 NA.

**FDC 6/5023** /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. VOR OR GPS-A, AMDT 6B...ADD NOTE: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT BWALT/SLI 3.7 DME/RADAR 40 FT.

## GRASS VALLEY

### Nevada County Airpark

**FDC 7/7322** /O17/ FI/T NEVADA COUNTY AIRPARK, GRASS VALLEY, CA. VOR OR GPS-A ORIG...MNM ALT AT KEEFE: 4300. CIRCLING: MDA 4280/HAA 1128 ALL CATS. VIS CAT A 1 1/4, CAT C 1 1/2, CAT C 3. MISSED APCH POINT AT MYV 27.3 DME TIMING TABLE NA. CHANGE NOTE TO: OBTAIN LOCAL ALSTG ON CTAF WHEN NOT RECEIVED USE BLUD CANYON ALSTG. WHEN NEITHER RECEIVED PROC NA. CHANGE NOTE TO: DME REQUIRED. IFR TKOF MNMS AND DEP PROCS: CHANGE TKOF MNMS TO: RWY 7 NA. RWY 25 STANDARD. CHANGE DEP PROC TO: RWY 25: CLIMB VIA MYV R-058 TO 6000 THEN CONTINUE CLIMB ON COURSE.

## HAYWARD

### Hayward Air Terminal

**FDC 7/2779** /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. LOC/DME RWY 28L AMDT 1...VOR/DME OR GPS-B AMDT 1A...VOR OR GPS-A AMDT 6A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE OAKLAND ALSTG. CHANGE IFR ALTN MNMS TO LOC/DME RWY 28L - STANDARD @. VOR/DME OR GPS-B - STANDARD @. VOR OR GPS-A - STANDARD @\*. \*CAT C 800-2 1/4, CAT D 800-2 1/2. @ NA WHEN CONTROL TOWER CLOSED.

## LA VERNE

### Brackett Field

**FDC 7/2770** /POC/ FI/T BRACKETT FIELD, LA VERNE, CA. ILS RWY 26L AMDT 2B...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG. CHANGE IFR ALT MNMS TO: STANDARD NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 5A...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG, CHANGE IFR ALTM MNMS TO: STANDARD#. NA WHEN CONTROL TOWER CLOSED. #CAT C 800-2 1/4.

## LIVERMORE

### Livermore Muni

**FDC 7/3730** /LVK/ FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R AMDT 7...S-ILS-25R: DH 647/HAT 250, VIS 3/4 ALL CATS. INOP TABLE DOES NOT APPLY. S-LOC 25R: VIS CATS A/B 3/4, FOR INOP MALSR INCREASE CATS A/B VIS 1/4. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, PROC NA. ADD NOTE - IF LOCAL ALSTG NOT RECEIVED, USE STOCKTON ALSTG AND INCREASE ALL DH/MDA'S 120 FT AND INCREASE S-LOC 25R CATS C/D VIS 1/4. CHANGE IFR ALTN MNMS TO: ILS AND LOC STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED, AND CAT D 800-2 1/4.



## LONG BEACH

### Long Beach (Daugherty Field)

**FDC 7/5622** /LGB/ F/I/T LONG BEACH (DAUGHERTY FIELD), LONG BEACH, CA. IFR TAKE-OFF AND DEPARTURE MINIMUMS: IFR DEPARTURE PROCEDURE: RWY 7R - PROCEDURE NA. TEMP 177 FT MSL CRANE 0.57 NM ENE DEPARTURE END OF RWY 7R.

**FDC 7/3640** /LGB/ F/I/T LONG BEACH (DAUGHERTY FIELD), LONG BEACH, CA. ILS RWY 30 AMDT 32...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4; CAT D 800-2 1/2; LOC CAT C 800-2 1/4; CAT D 800-2 1/2. VOR OR TACAN OR GPS RWY 30 AMDT 7...CHANGE NOTE TO: WHEN LOCAL ALSTG SETTING NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CAT A/B 800-2; CAT C 800-2 1/4; CAT D 800-2 1/2. NDB RWY 30 AMDT 9...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800-2; CAT C 800-2 1/4; CAT D 800 2 1/2.

## LOS ALAMITOS

### Los Alamitos AAF

**FDC 6/7220** /SLI/ F/I/T LOS ALAMITOS AAF, LOS ALAMITOS, CA. VOR OR TACAN RWY 22L AMDT 6...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT 1 1/2. DME OR RADAR MNMS: S-22L CATS A/B/C 3/4, CAT D 1. NDB OR GPS RWY 22L ORIG...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT D 1 1/2. RADAR-1 AMDT 3...PAR S-22L CATS C/D VIS 3/4. ASR S-22L CATS A/B/C VIS 3/4, CAT D 1.

## LOS ANGELES

### Los Angeles Intl

**FDC 7/6113** /LAX/ F/I/T LOS ANGELES INTL, LOS ANGELES, CA. VOR OR TACAN OR GPS RWY 25L/R AMDT 15...S-25L MDA 740 HAT 639 ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2. S-25R MDA 740 HAT 638 ALL CATS. VIS CAT C RVR 6000 CAT D 1 1/2. DUAL VOR OR DME MNMS NA. NDB OR GPS RWY 24R AMDT 12...S-24R MDA 800 HAT 680 ALL CATS. VIS CAT C 2 CAT D 2 1/4. SIDESTEP RWY 24L MDA 800 HAT 680 ALL CATS. VIS CAT C 1 1/2 CAT D 1 3/4. SIDESTEP RWY 24L: INOP TABLE DOES NOT APPLY TO CATS A/B. INCREASE CAT D VIS TO 2 1/4 FOR INOP MALSR.

**FDC 7/5712** /LAX/ F/I/T LOS ANGELES INTL, LOS ANGELES, CA. ILS RWY 6R AMDT 14...ILS RWY 7L AMDT 3B...ADD NOTE: DISREGARD MM INDICATIONS.

**FDC 6/8882** /LAX/ F/I/T LOS ANGELES INTL, LOS ANGELES, CA. ILS RWY 24L, AMDT 21...ADD NOTE: AUTO PILOT COUPLED APPROACH NOT AUTHORIZED.

## MAMMOTH LAKES

### Mammoth Lakes

**FDC 7/3036** /MMH/ F/I/T MAMMOTH LAKES, MAMMOTH LAKES, CA. GPS RWY 27 ORIG...PROC NA.

## MERCED

### Merced Muni-MacCready Field

**FDC 7/7277** /MCE/ F/I/T MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR OR GPS RWY 12 AMDT 6...CHANGE NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SER-

VICE, USE FRESNO ALSTG AND INCREASE ALL MDA'S 160 FT AND INCREASE CATS C AND D 1/2 MILE. CHANGE IFR ALTN MNMS TO: STANDARD, EXCEPT NA WHEN CLASS E AIRSPACE NOT IN EFFECT EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/7275** /MCE/ F/I/P MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR OR GPS RWY 30 AMDT 17...CHANGE NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, EXCEPT NA WHEN CLASS E AIRSPACE NOT IN EFFECT EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. THIS IS VOR OR GPS RWY 30 AMDT 17A.

**FDC 7/7273** /MCE/ F/I/P MERCED MUNI-MACREADY FIELD, MERCED, CA. ILS RWY 30 AMDT 13...CHANGE NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, EXCEPT NA WHEN CLASS E AIRSPACE NOT IN EFFECT. THIS IS ILS RWY 30 AMDT 13A.

**FDC 7/7271** /MCE/ F/I/P MERCED MUNI-MACREADY FIELD, MERCED, CA. LOC BC RWY 12 AMDT 9...CHANGE NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE FRESNO ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, EXCEPT NA WHEN CLASS E AIRSPACE NOT IN EFFECT. THIS IS LOC BC RWY 12 AMDT 9A.

## MODESTO

### Modesto City-County/Harry Sham Field

**FDC 7/4651** /MOD/ F/I/T MODESTO CITY-COUNTY AIRPORT-HARRY SHAM FIELD, MODESTO, CA. ILS RWY 28R, AMDT 12...S-ILS 28R VIS 1 ALL CATS. S-LOC 28R VIS 1 ALL CATS. STOCKTON ALTIMETER SETTING MINIMUMS: S-ILS 28R VIS 1 ALL CATS. S-LOC 28R VIS 1 ALL CATS. VOR OR GPS RWY 28R AMDT 10A...S-28R VIS 1 CATS A/B. DME MINIMUMS: S-28R VIS 1 CATS A/B/C. NDB RWY 28R AMDT 7B...S-28R VIS 1 CATS A/B/C.

**FDC 7/2782** /MOD/ F/I/T MODESTO CITY-COUNTY AIRPORT-HARRY SHAM FIELD, MODESTO, CA. VOR OR GPS RWY 28R, AMDT 10A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, EXPECT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE STOCKTON ALSTG AND INCREASE ALL MDA'S 60 FEET AND INCREASE S-28R CATS C AND D VIS 1/4 MILE. CHANGE IFR ALTERNATE MINS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. CAT C 800-2 1/4; CAT D 800-2 1/2. ILS RWY 28R AMDT 12...NDB RWY 28R AMDT 7B...CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

## MONTEREY

### Monterey Peninsula

**FDC 6/5263** /MRY/ F/I/T MONTEREY PENINSULA, MONTEREY, CA. ILS RWY 10R, AMDT 26...S-ILS 10R: ADD NOTE: ILS UNUSBL FROM MM INBOUND. S-LOC-10R: CHANGE MISSED APPROACH POINT TO I-MRY 1.8 DME. ADD NOTES: DME REQUIRED. TIMING TABLE NA.

## NAPA

### Napa County

**FDC 7/2803** /APC/ FI/T NAPA COUNTY, NAPA, CA. VOR OR GPS RWY 6 AMDT 11...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 60 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3. LOC RWY 36L AMDT 2B...CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. CAT D, 1200-3.

## OCEANSIDE

### Oceanside Muni

**FDC 6/8169** /L32/ FI/T OCEANSIDE MUNI, OCEANSIDE, CA. VOR OR GPS-A AMDT 3B...DME OR RADAR REQUIRED.

## ONTARIO

### Ontario Intl

**FDC 7/3896** /ONT/ FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R AMDT 2...S-ILS 26R VIS RVR 4000 CATS A/B/C. DELETE NOTE: S-ILS 26R INOP TABLE DOES NOT APPLY TO MM ALL CATS OR TO MALSR CAT D. ADD NOTE: INOP TABLE DOES NOT APPLY. S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000. BAKES DME MNMS: S-LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000.

## OXNARD

### Oxnard

**FDC 7/3437** /OXR/ FI/T OXNARD, OXNARD, CA. VOR/DME OR GPS RWY 7 ORIG...PROC NA.

## PALM SPRINGS

### Palm Springs Regional

**FDC 7/2812** /PSP/ FI/T PALM SPRINGS REGIONAL, PALM SPRINGS, CA. VOR OR GPS-B AMDT 2...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPER SITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. IFR ALTN MNMS: 1400-3\*. \*NA WHEN CONTROL TOWER CLOSED.

## PETALUMA

### Petaluma Muni

**FDC 7/6794** /O69/ FI/T PETALUMA MUNI, PETALUMA, CA. VOR OR GPS RWY 29, ORIG...S-29 MDA 1120, HAA 1033 CATS A/B, CIRCLING MDA 1120 HAT 1033 CATS A/B. ADD NOTE: DME REQUIRED. PYE VORTAC R-046 NOT AUTHORIZED TO IDENTIFY AFTIN FIX. AFTIN IS DME FIX ONLY.

## PORTERVILLE

### Porterville Muni

**FDC 7/2408** /PTV/ FI/T PORTERVILLE MUNI, PORTERVILLE, CA. VOR OR GPS-A ORIG...DME MINIMA: CIRCLING CAT B, MDA 900, HAA 456.

## RAMONA

### Ramona

**FDC 7/6466** /L39/ FI/P RAMONA, RAMONA, CA. VOR/DME OR GPS-A AMDT 1A...MIRAMAR NAS ALSTG MNMS CIRCLING: MDA 2800/HAA 1407 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. THIS IS VOR/DME OR GPS-A AMDT 1B.

## RIVERSIDE

### Riverside Muni

**FDC 7/2811** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. ILS RWY 9 AMDT 6...NOTE: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD\*. \*ILS CATS C/D 700-2\*\*. \*\*NA WHEN CONTROL TOWER CLOSED. VOR OR GPS RWY 9 AMDT 9...NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE ONTARIO ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/2810** /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-B ORIG...NOTE: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALAL DH/MDA'S 40 FT. IFR ALTN MNMS: STANDARD\*. CATS A/B 1600-2\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## SACRAMENTO

### Sacramento Mather

**FDC 6/1532** /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTO, CA. VOR/DME OR GPS RWY 22L ORIG...S-22L: AND MCCLELLAN AFB ALTIMETER SETTING MNMS, S-22L: VIS CATS A AND B 1; CAT C 1 3/4; CAT D 2.

## SALINAS

### Salinas Muni

**FDC 6/0979** /SNS/ FI/T SALINAS MUNI, SALINAS, CA. ILS RWY 31 AMDT 5...ADD NOTE: AUTOPILOT COUPLED APPROACHES BELOW 420 FT NOT AUTHORIZED.

## SAN DIEGO

### Gillespie Field

**FDC 7/5666** /SEE/ FI/T GILLESPIE FIELD, SAN DIEGO (EL CAJON), CA. LOC-D AMDT 9...ADD NOTE: GRIGG FAN MARKER REQUIRED.

**FDC 7/2795** /SEE/ FI/T GILLESPIE FIELD, SAN DIEGO (EL CAJON), CA. LOC-D AMDT 9...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG MNMS.

### Montgomery Field

**FDC 7/2942** /MYF/ FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 900-2, NA WHEN CONTROL TOWER CLOSED. NDB OR GPS RWY 28R AMDT 1...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 1000-2. NA WHEN CONTROL TOWER CLOSED.

## SAN JOSE

### San Jose International

**FDC 7/6799** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R, AMDT 4...S-LOC 12R MDA 480/HAT 438 ALL CATS. VIS CAT A/B 1/2 CAT C 3/4 CAT D 1. SIDESTEP RWY 12L MDA 480/HAT 432 ALL CATS.

**FDC 6/8345** /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 4...S-LOC 12R MDA 420/HAT 378 ALL CATS. SIDESTEP RWY 12L MDA 420/HAT 372 ALL CATS. DELETE NOTE: S-LOC CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR.

## SANTA BARBARA

### Santa Barbara Muni

**FDC 7/3367** /SBA/ FI/T SANTA BARBARA MUNI, SANTA BARBARA, CA. VOR OR GPS RWY 25 AMDT 6A...DELETE FROM ALTN MNMS: NA WHEN CONTROL ZONE NOT IN EFFECT EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## SANTA MARIA

### Santa Maria Public/Captain G. Allan Hancock Field

**FDC 4/4923** /SMX/ FI/T SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD, SANTA MARIA, CA. LOC/DME BC-A AMDT 10A...MIN ALT PATER/I-SMX 2.0 DME 1700. CIRCLING MDA 840/HAA 581 CAT A.

## SHAFTER

### Shafter-Minter Field

**FDC 4/6044** /MIT/ FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30 ORIG...CHG NOTE TO READ: USE BAKERSFIELD, CA ALSTG, WHEN NOT RECEIVED PROC NA.

## SOUTH LAKE TAHOE

### Lake Tahoe

**FDC 7/2794** /TVL/ FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. VOR/DME OR GPS-A AMDT 3...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. CHANGE IFR ALTN MNMS TO 2600-5\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

## STOCKTON

### Stockton Metropolitan

**FDC 7/2809** /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. ILS RWY 29R AMDT 18A...NDB RWY 29R AMDT 14A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDA'S/DH 200 FT AND VIS CATS C/D 1/2 MILE.

## TULELAKE

### Tulelake Muni

■ ACTVT MRL RY 11/29 - 122.8.(10/97)

## TORRANCE

### Zamperini Field

**FDC 7/3641** /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. VOR OR GPS RWY 11L, AMDT 14...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EX-

CEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALSTG AND INCREASE ALL MDA'S 20 FT. CHANGE IFR ALTN MNMS TO 900-2. NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 6/7703** /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. TAKEOFF MNMS RWY 29L/R - 400-1 OR STANDARD WITH MNM CLIMB OF 350 FT PER NM TO 400 FT. TEMP CRANE 208 FT MSL 1954 FT NW RWY 11L.

## TRACY

### Tracy Muni

**FDC 7/2834** /TCY/ FI/T TRACY MUNI, TRACY, CA. VOR OR GPS-A AMDT 4A...DELETE NOTE: USE STOCKTON ALSTG WHEN NOT AVAILABLE, USE CASTLE AFT ALSTG AND INCREASE ALL MDA'S 200 FT AND VIS 1/4 MILE. ADD NOTE: USE STOCKTON ALSTG, WHEN NOT RECEIVED PROC NA.

## TWENTYNINE PALMS

### Twentynine Palms

**FDC 7/0340** /TPN/ FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. IFR TKOF MNMS AND DEP PROCEDURES...TKOF MNMS RWY 17 NA.

## UKIAH

### Ukiah Muni

**FDC 7/3446** /UKI/ FI/T UKIAH MUNI, UKIAH, CA. LOC RWY 15 AMDT 5...ALTN MNMS NA.

## VAN NUYS

### Van Nuys

**FDC 7/2806** /VNY/ FI/T VAN NUYS, VAN NUYS, CA. ILS RWY 16R AMDT 5...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG AND INCREASE S-16R DH 10 FT AND CIRCLING MDA CATS A/B/C 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. LDA-C AMDT 2A...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS-B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURBANK ALSTG AND INCREASE CATS A/B/C MDA'S 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED. VOR OR GPS-A AMDT 3...CHANGE IFR ALTN MNMS TO STANDARD\*. \*NA WHEN CONTROL CLOSED, CAT D 800-2 1/4.

## VICTORVILLE

### Southern California Intl

**FDC 7/4242** /VCV/ FI/T SOUTHERN CALIFORNIA INTL, VICTORVILLE, CA. ILS RWY 17 AMDT 1...CIRCLING MDA 3420/HAA 545 CATS B/C, CAT D MDA 3580/HAA 705 VIS CAT D 2 1/4.

## VISALIA

### Visalia Muni

**FDC 7/3344** /VIS/ FI/T VISALIA MUNI, VISALIA, CA. VOR OR GPS RWY 12 AMDT 5...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE FRESNO YOSEMITE INTL ALSTG AND INCREASE ALL MDA'S 80 FT AND INCREASE CATS C/D VIS 1/4 MILE. CHANGE IFR ALTN MNMS TO: STANDARD, EXCEPT NA WHEN CLASS E AIRSPACE NOT IN EFFECT. ILS RWY 30 AMDT 5...NDB OR GPS RWY 30 AMDT 3...CHANGE NOTE TO:

WHEN LOCAL ALSTG NOT RECEIVED, USE FRESNO YOSEMITE INTL ALSTG AND INCREASE ALL MDA'S 80 FT AND INCREASE CATS C/D VIS 1/4 MILE. CHANGE IFR ALTN MNNS TO: NA.

## WATSONVILLE

### Watsonville Muni

**FDC 5/6581** /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...CHANGE TKOF MNMS RWY 26 TO READ: 500-2 OR STANDARD WITH A MNM CLIMB OS 260 FT PER NM TO 800.

## COLORADO

## ALAMOSA

### San Luis Valley Regional-Bergman Field

**FDC 7/1659** /ALS/ FI/T SAN LUIS VALLEY REGIONAL-BERGMAN FIELD, ALAMOSA, CO. GPS RWY 2, AMDT 1...PROC NA.

## ASPEN

### Aspen-Pitkin Co/Sardy Field

**FDC 4/6705** /ASE/ FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. IFR DEPARTURE PROCEDURE AMDT 6...RWY 33: 2500-3 OR 1000-2 WITH A MINIMUM CLIMB GRADIENT OF 450' PER NM TO 10,500.

## BURLINGTON

### Kit Carson County

**FDC 7/0548** /ITR/ FI/T KIT CARSON COUNTY, BURLINGTON, CO. LOC RWY 33, ORIG...PROC NA.

## COLORADO SPRINGS

### City of Colorado Springs Muni

**FDC 6/1214** /COS/ FI/T CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS/DME RWY 17L ORIG-A...TIME/DISTANCE TABLE NA.

## DENVER

### Centennial

**FDC 7/5841** /APA/ FI/T CENTENNIAL, DENVER, CO. IFR DEPARTURE AND TAKEOFF MINIMUMS...TAKEOFF MINIMUMS RWY 28, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 290 FT PER NM TO 6200. TEMP CRANE 6094 MSL 1.2 NM W OF RWY 28 DEPARTURE END.

### Denver Intl

**FDC 7/5728** /DEN/ FI/T DENVER INTL, DENVER, CO. ILS/DME RWY 34, AMDT 1 (CAT I,II,III)...PROC NA. IFR DEPARTURE AND TAKEOFF MINIMUMS...TAKE OFF MINIMUMS RWY 16 300-1.

### Jeffco

**FDC 7/3754** /BJC/ FI/T JEFFCO, DENVER, CO. TKOF MNMS...RWY 29L NA. ILS RWY 29R AMDT 13...VOR/DME RNAV RWY 29R ORIG...VOR/DME RWY 29L/R ORIG-A...GPS RWY 29L ORIG...GPS RWY 29R ORIG...CIRCLING CATS A/B MDA 6220/HAA 550.

## DURANGO

### Durango-La Plata County

**FDC 7/2765** /DRO/ FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. VOR/DME OR GPS RWY 2 AMDT 4...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER NOT RECEIVED EXCEPT FOR OPER-

ATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.'

**FDC 7/2764** /DRO/ FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. ILS/DME RWY 2, AMDT 2...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.'

**FDC 7/2763** /DRO/ FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. VOR OR GPS A AMDT 6...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.'

**FDC 7/0547** /DRO/ FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. VOR/DME OR GPS RWY 2, AMDT 4...GPS PORTION NA.

## FORT COLLINS

### Fort Collins Downtown

**FDC 5/0881** /3V5/ FI/T FORT COLLINS DOWNTOWN, FORT COLLINS, CO. VOR/DME OR GPS-B, AMDT 1...OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE FORT COLLINS-LOVELAND MUNI ALSTG AND INCREASE ALL MDAs BY 40 FEET.

## GRAND JUNCTION

### Grand Junction

ASOS PHONE NOW 970-245-7881.(10/97)

### Grand Junction/Walker Field

**FDC 7/3960** /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. HI-TACAN-A, AMDT 1...CIRCLING VIS CAT C 3.

**FDC 6/1252** /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. VOR OR GPS RWY 11, AMDT 1. CIRCLING MINIMA CAT C: MDA 5440, HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

**FDC 6/1251** /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. ILS/DME RWY 11, AMDT 14. TIMING TABLE N/A. CIRCLING MINIMA CAT C: MDA 5440, y20HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

## GREELEY

### Greeley-Weld County

**FDC 6/2706** /GXY/ FI/T GREELEY-WELD COUNTY, GREELEY, CO. NDB OR GPS RWY 9 AMDT 1A...GPS PORTION NA.

## GUNNISON

### Gunnison County

RY 17/35 CLSD 1 DEC - 1 MAY.(05/97)

**FDC 6/6166** /GUC/ FI/T GUNNISON COUNTY, GUNNISON, CO. GPS-B, ORIG...PROC NA.

## MONTE VISTA

### Monte Vista Muni

**FDC 7/2760** /MVI/ FI/T MONTE VISTA MUNI, MONTE VISTA, CO. VOR/DME OR GPS-A AMDT 2...CHANGE ALTIMETER NOTE TO READ: 'WHEN ALAMOSA ALTIMETER SETTING NOT RECEIVED, PROC NA.'

## MONTROSE

### Montrose Regional

**FDC 7/7058** /MTJ/ FI/P MONTROSE REGIONAL, MONTROSE, CO. GPS RWY 13, ORIG...ADD NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT. THIS IS GPS RWY 13, ORIG-A.

**FDC 7/7057** /MTJ/ F/P MONTROSE REGIONAL, MONTROSE, CO. VOR RWY 13, AMDT 7A...ADD NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT. THIS IS VOR RWY 13 AMDT 7B.

**FDC 7/7056** /MTJ/ F/P MONTROSE REGIONAL, MONTROSE, CO. VOR/DME RWY 13, AMDT 8A...ADD NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT. THIS IS VOR/DME RWY 13 AMDT 8B.

## RIFLE

### Garfield County Regional

**FDC 7/5124** /RIL/ F/T GARFIELD COUNTY REGIONAL, RIFLE, CO. LOC/DME-A AMDT 5B...PROC NA.

**FDC 6/8880** /RIL/ F/P GARFIELD COUNTY REGIONAL, RIFLE, CO. LOC/DME-A, AMDT 5A...ADD NOTE: MAXIMUM HOLDING AIRSPEED 210 KNOTS IAS. THIS IS LOC/DME-A, AMDT 5B.

## STEAMBOAT SPRINGS

### Bob Adams Field

**FDC 7/6975** /SBS/ F/P BOB ADAMS FIELD, STEAMBOAT SPRINGS, CO. VOR/DME-C, AMDT 1...CHANGE IAF BQZR-132/9 DME TO READ IAF BQZR-131/9 DME. THIS IS VOR/DME-C, AMDT 1A.

## TELLURIDE

### Telluride Regional

**FDC 7/5017** /TEX/ F/P TELLURIDE REGIONAL, TELLURIDE, CO. LOC/DME RWY 9 ORIG...ADD NOTE: LOC UNUSABLE FROM 1.0 DME TO THRESHOLD. THIS IS LOC/DME RWY 9 ORIG-A.

## CONNECTICUT

## DANBURY

### Danbury Muni

**FDC 7/6859** /DXR/ F/T DANBURY MUNI, DANBURY, CT. LOC RWY 8 AMDT 2...CIRCLING: CAT A AND B MDA 1180/HAA 722. 872 FT MSL TEMP CRANE.

## OXFORD

### Waterbury-Oxford

**FDC 7/6876** /OXC/ F/T WATERBURY-OXFORD, OXFORD, CT. VOR/DME RNAV RWY 18 AMDT 6...GPS RWY 18 ORIG...FIX NAME HAART CHANGED TO WEXNO.

## WINDSOR LOCKS

### Bradley Intl

**FDC 7/7144** /BDL/ F/T BRADLEY INTL, WINDSOR LOCKS, CT. VOR OR TACAN RWY 24 ORIG...HI-TACAN OR VOR/DME RWY 24...S-24: MDA 580/HAT 409 ALL CATS. VIS CAT C RVR 4000. TEMP CRANE 420 MSL 4345 FT SW OF RWY 24.

**FDC 7/2907** /BDL/ F/T BRADLEY INTL, WINDSOR LOCKS, CT. ILS RWY 6 AMDT 33...ILS RWY 24 AMDT 7...ILS RWY 33 AMDT 6...DME CIRCLING MNMS. CATS A/B/C MDA 729/HAA 546. TMPRY CRANE 405 FT MSL 1826 FT NE OF RWY 15.

## DELAWARE

## LAUREL

### Laurel

**FDC 7/2307** F/T LAUREL, LAUREL, DE. VOR/DME OR GPS RWY 32 ORIG...VOR/DME PORTION NA.

## WILMINGTON

### New Castle County

**FDC 7/6553** /ILG/ F/P NEW CASTLE COUNTY, WILMINGTON, DE. VOR RWY 9 AMDT 6...IN PROFILE, STEP-DOWN FIX QWOTE INTL MIN ALT 620 S-9 MDA 620/HAT 540 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 540, CATS A/B/C. QWOTE INT MNMS - CIRCLING MDA CAT C 600/HAA 520. THIS IS VOR RWY 9 AMDT 6A.

**FDC 7/6552** /ILG/ F/T NEW CASTLE COUNTY, WILMINGTON, DE. VOR/DME RNAV OR GPS RWY 9 ORIG...S-9 MDA 600/HAT 520 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 600/HAA 520, CATS A/B/C.

**FDC 7/6551** /ILG/ F/P NEW CASTLE COUNTY, WILMINGTON, DE. MLS RWY 9 ORIG...CIRCLING MDA CAT C 600/HAA 520. THIS IS MLS RWY 9 ORIG-A.

## DISTRICT OF COLUMBIA

## WASHINGTON

### Washington Dulles Intl

**FDC 7/2330** /IAD/ F/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS RWY 12 AMDT 6A...S-LOC 12: VIS CATS A/B 1/2.

**FDC 6/4274** /IAD/ F/T WASHINGTON DULLES INTL, WASHINGTON, DC. CONVERGING ILS RWY 19L, AMDT 4...CONVERGING ILS RWY 19R, AMDT 4...USE MRB R-127 AND AML R-040/14.7 DME TO IDENTIFY ASPER INT. MISSED APPROACH CLIMBING LEFT TURN TO 2100 VIA AML R-040 TO ASPER INT/AML 14.7 DME AND HOLD. MSA: AML VORTAC 180-360 3400.

## FLORIDA

## BARTOW

### Bartow Muni

**FDC 7/3284** /BOW/ F/T BARTOW MUNI, BARTOW, FL. TAKEOFF MINIMUMS...RWY 5, 9L, 9R, 27L, 27R STANDARD. RWY 23: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 250 FT PER NM TO 300. TEMP CRANE 246 MSL 3261 FT SW OF RWY 5.

## DESTIN

### Destin-Fort Walton Beach

**FDC 7/5453** /DTS/ F/T DESTIN-FORT WALTON BEACH, DESTIN, FL. RADAR 1 AMDT 7A...ASR RWY 32 NA.

**FDC 7/0544** /DTS/ F/T DESTIN-FORT WALTON BEACH, DESTIN, FL. NDB RWY 32, ORIG...CIRCLING CAT D MDA 660/HAA 638. TEMP CRANE 327 MSL 2.27 NM SE OF RWY 32.

**FDC 6/9078** /DTS/ F/T DESTIN-FORT WALTON BEACH, DESTIN, FL. GPS RWY 32 ORIG...CIRCLING CAT D MDA 660/HAA 638.

**FDC 6/9077** /DTS/ F/T DESTIN-FORT WALTON BEACH, DESTIN, FL. GPS RWY 14 ORIG...CIRCLING CAT D MDA 660/HAA 638.

**FDC 6/3909** /DTS/ FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. RADAR MINIMUM...ASR 32 MDA 600/HAT 578 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 600/HAA 578, CAT D MDA 660/HAA 638. VIS CAT C 1 1/2, CAT D 2. ASR 14 CIRCLING CATS A/B/C MDA 600/HAA 578, CAT D MDA 660/HAA 638. VIS CAT C 1 1/2, CAT D 2. TEMP CRANE 327 MSL, 2.27 NM SE OF RWY 32.

## FORT PIERCE

### St Lucie County

**FDC 7/7103** /FPR/ FI/T ST LUCIE COUNTY, FORT PIERCE, FL. ILS RWY 9, AMDT 1...VOR/DME OR GPS RWY 14, AMDT 7A...NDB RWY 9, ORIG...NDB OR GPS RWY 27, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA.

**FDC 7/7047** /FPR/ FI/T ST LUCIE COUNTY, FORT PIERCE, FL. ILS RWY 9, AMDT 1...TRANSITION ROUTE VRB VORTAC TO LUUCE LOM NA. PT NA. RADAR AND DME REQUIRED.

## GAINESVILLE

### Gainesville Regional

**FDC 5/6769** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10, AMDT 7...TERMINAL ROUTE FROM TAY VORTAC TO BRANS INT NA.

**FDC 3/4147** /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. RNAV RWY 28 AMDT 5...S-28 MDA 520/HAT 398 ALL CATS. VIS CAT D 3/4. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT D.

## JACKSONVILLE

### Herlong

**FDC 7/6881** /23J/ FI/T HERLONG, JACKSONVILLE, FL. TAKEOFF MINIMUMS...RWY 7, 11, 25, 29 STANDARD. IFR DEPARTURE PROCEDURE: RWY 7: CLIMB HEADING 060 TO 800 BEFORE PROCEEDING ON COURSE. RWY 11: CLIMB RWY HEADING TO 800 BEFORE PROCEEDING ON COURSE.

### Jacksonville Intl

**FDC 7/4821** /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. ILS RWY 7, AMDT 12 (CAT II, CAT III), PROC NA.

**FDC 6/5136** /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. LOC BC RWY 31 AMDT 8B...PROC NA.

**FDC 5/4449** /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. ILS RWY 7 AMDT 11, VOR OR GPS RWY 31 ORIG, NDB OR GPS RWY 7 AMDT 9...MISSED APCH: CLIMB TO 1000 THEN CMBG LT TO 2000 VIA HEADING 250 AND CRG R-290 TO MONIA/CRG 29 DME AND HOLD. HOLD WEST LT 110 INBOUND. DME OR RADAR REQUIRED.

## KEY WEST

### Key West Intl

**FDC 6/3348** /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR OR GPS-B AMDT 10. VOR PORTION NOT AUTHORIZED.

**FDC 6/2975** /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR/DME OR GPS RWY 27, AMDT 2...VOR/DME PORTION NA.

## LAKE CITY

### Lake City Muni

**FDC 5/6759** /31J/ FI/T LAKE CITY MUNI, LAKE CITY, FL. NDB OR GPS RWY 28, AMDT 1...VOR/NDB TERMINAL ROUTE FROM TAY VORTAC TO LCQ NDB NA.

**FDC 5/6758** /31J/ FI/T LAKE CITY MUNI, LAKE CITY, FL. VOR/DME OR GPS-A, AMDT 3...VOR/DME PROC NA.

## LAKELAND

### Lakeland Linder Regional

**FDC 6/4011** /LAL/ FI/T LAKELAND LINDER REGIONAL, LAKELAND, FL. VOR OR GPS RWY 27 AMDT 5...DME MNMS S-27 MDA 620 HAT 478 ALL CATS. CIRCLING CATS A/B/C MDA 620/HAA 478.

## MELBOURNE

### Melbourne Intl

**FDC 7/6995** /MLB/ FI/P MELBOURNE INTL, MELBOURNE, FL. GPS RWY 9L, ORIG...TERMINAL ROUTE VERO BEACH (VRB) VORTAC TO NAJBE WP MEA 2100. THIS IS GPS RWY 9L, ORIG-A.

**FDC 7/6345** /MLB/ FI/P MELBOURNE INTL, MELBOURNE, FL. ILS RWY 9R, AMDT 10...MISSED APPROACH: CLIMB TO 2000 VIA MLB VOR/DME R-091 TO CAPEN 5.2 DME/RADAR AND HOLD, HOLD E, LT, 271 INBOUND. THIS IS ILS RWY 9R, AMDT 10A.

## MIAMI

### Miami Intl

**FDC 7/7353** /MIA/ FI/T MAIMI INTL, MIAMI, FL. LOC RWY 30, AMDT 5C...MAP: 3.9 NM AFTER BIRDD OR I-DCX 1.8 DME. TIME DISTANCE TABLE NA.

**FDC 7/7351** /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 9R, AMDT 8B...ILS UNUSABLE FROM MM INBOUND. LOC MAP 3.6 NM AFTER INESS. TIME DISTANCE TABLE NA.

**FDC 7/7218** /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 9R, AMDT 8B...ILS UNUSABLE FROM MM INBOUND. DIST FAF TO MAP 5.6 NM.

**FDC 7/7119** /MIA/ FI/T MIAMI INTL, MIAMI, FL. NDB OR GPS RWY 27L, AMDT 18B...S-27 MDA 660/HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2. TEMP CRANE 350 MSL 1.80 NM SE OF RWY 27L.

**FDC 7/4828** /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 12 AMDT 3A...S-LOC 12 MDA 560/HAT 549 ALL CATS. VIS CATS A/B RVR 5000, CAT C 1 1/2 CAT D 1 3/4. TEMP CRANE 306 MSL 3.52 NM NW OF RWY 12.

**FDC 7/2393** /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 9L, AMDT 28...AUTOPILOT COUPLED APPROACH NA BELOW 500 FT.

### Opa Locka

**FDC 7/4397** /OPF/ FI/P OPA LOCKA, MIAMI, FL. ILS RWY 12 ORIG...S-LOC 12 MDA 480/HAT 470 ALL CATS. THIS IS ILS RWY 12 ORIG-A.

## NAPLES

### Naples Muni

**FDC 7/6696** /APF/ FI/T NAPLES MUNI, NAPLES, FL. TAKEOFF MINIMUMS...RWYS 5, 14, 32 STANDARD. NOTE: RWY 23, 132 AGL TEMP CRANES(3) 3183 FT DEPARTURE END OF RUNWAY ON CENTERLINE.

## NEW PORT RICHEY

### Tampa Bay Executive

**FDC 7/5653** /RRF/ FI/T TAMPA BAY EXECUTIVE, NEW PORT RICHEY, FL. GPS RWY 8, ORIG...PROC NA. IFR DEPARTURE PROC NA.

## OCALA

### Ocala Regional/Jim Taylor Field

**FDC 7/7186** /OCF/ FI/T OCALA REGIONAL/JIM TAYLOR FIELD, OCALA, FL. LOC RWY 36, AMDT 7...S-36 MDA 500/HAT 419 ALL CATS, VIS CAT C 3/4. CIRCLING MDA 540/HAA 450 CAT A.

**FDC 5/0158** /OCF/ FI/T OCALA REGIONAL/JIM TAYLOR FIELD, OCALA, FL. LOC RWY 36, AMDT 7...S-36 MDA 560 HAT 479 ALL CATS. VIS CAT C 3/4, CAT D 1. CIRCLING MDA 560 HAA 470 CATS A, B, C. VOR RWY 36, AMDT 15...S-36 MDA 600 HAT 519 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 600 HAA 510 CATS A,B,C. NDB RWY 36, AMDT 3...S-36 MDA 600 HAT 519 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 600 HAA 510 CATS A,B,C.

## ORLANDO

### Executive

**FDC 7/1122** /ORL/ FI/T EXECUTIVE, ORLANDO, FL. VOR/DME RWY 7 ORIG...S-7 CATS A/B VIS RVR 4000. FOR INOP MALSR, INCREASE S-7 CATS A/B VIS TO RVR 5000. ILS RWY 7 AMDT 21...S-ILS-7: DH 360/HAT 250, VIS RVR 4000 ALL CATS. INOP TABLE DOES NOT APPLY. S-LOC-7: CATS A/B VIS 4000. FOR INOP MALSR, INCREASE S-LOC-7 CATS A/B VIS TO RVR 5000. RADAR-1 AMDT 24...S-7: CATS A/B VIS RVR 4000. FOR INOP MALSR, INCREASE S-7 CATS A/B VIS TO RVR 5000.

### Orlando Intl

**FDC 7/0998** MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18R AMDT 5...S-18R MDA 540/HAT 446 ALL CATS, VIS CAT C RVR 4000. FOR INOP MALSR INCREASE S-18R CAT D VSBY TO 1-1/2.

**FDC 7/0997** MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18L AMDT 5...S-18L MDA 540/HAT 444 ALL CATS, VIS CAT C RVR 6000.

**FDC 7/0996** MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR RWY 18L AMDT 3...S-18L MDA 540/HAT 444 ALL CATS, VIS CAT C RVR 6000. CAT D 1-1/2.

**FDC 7/0995** MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR RWY 18R AMDT 3...S-18R MDA 540/HAT 446 ALL CATS, VIS CAT C RVR 4000. FOR INOP MALSR, INCREASE S-18R CAT D VSBY TO 1-1/2.

**FDC 6/2816** /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. ILS RWY 36R, AMDT 5...ILS RWY 36R, AMDT 5/CAT II. GLIDE SLOPE UNUSABLE BEYOND 10NM. MNM GLIDE SLOPE INTERCEPT ALTITUDE 3000/1600 WHEN AUTHORIZED BY ATC/. GLIDE SLOPE INTERCEPT AT FLOZY FIX, AND TRAMP FIX NOT AUTHORIZED.

## PALATKA

### Kay Larkin

**FDC 6/4314** /28J/ FI/T KAY LARKIN, PALATKA, FL. NDB OR GPS RWY 9 AMDT 1...S-9 MNMS NA.

## POMPANO BEACH

### Pompano Beach Airpark

**FDC 7/2672** /PMP/ FI/T POMPANO BEACH AIRPARK, POMPANO BEACH, FL. LOC RWY 14 ORIG-A...S-14 VIS CAT A/B 1. FORT LAUDERDALE ALTIMETER SETTINGS MNMS: S-14 VIS CAT A/B 1. INOP COMPONENTS TABLE DOES NOT APPLY.

## PUNTA GORDA

### Charlotte County

**FDC 2/5404** /PGD/ FI/T CHARLOTTE COUNTY, PUNTA GORDA, FL. RNAV RWY 27 ORIG...PROC NA.

## SARASOTA/BRADENTON

### Sarasota/Bradenton Intl

**FDC 7/5658** /SRQ/ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. RADAR 1, AMDT 5...S-14 MDA 480/HAT 456 ALL CATS. VIS CAT C 3/4.

## ST AUGUSTINE

### St Augustine

RY 13 THR NOW DSPLCD 1000 FT. RY 31 THR NOW DSPLCD 800 FT.(11/97)

## ST. PETERSBURG-CLEARWATER

### St. Petersburg-Clearwater Intl

**FDC 7/7118** /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. VOR RWY 35R, ORIG...BLOOP INT/DME MINIMUMS: S-35R MDA 500/HAT 489 ALL CATS. TEMP CRANE 245 MSL 1.76 NM SSE OF RWY 35R.

## STUART

### Witham Field

**FDC 7/0969** /SUA/ FI/T WITHAM FIELD, STUART, FL. GPS RWY 12 ORIG-A...PROC NA.

## TALLAHASSEE

### Tallahassee Regional

**FDC 5/2016** /TLH/ FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. ILS RWY 27 AMDT 4, ILS RWY 27 (CAT II) AMDT 4...(I-PLQ) FINAL APPROACH COURSE: 272 DEG.

## TAMPA

### Tampa Intl

**FDC 7/1363** /TPA/ FI/T TAMPA INTL, TAMPA, FL. EFF EXCEPT WHEN ATC ADVISED CRANE IS DOWN. ILS RWY 18L AMDT 38E...ILS RWY 18R AMDT 3...NDB OR GPS RWY 18L AMDT 32A...NDB OR GPS RWY 36L AMDT 13B...CIRCLING MDA 620/HAA 593 ALL CATS. ILS RWY 36L AMDT 15...CIRCLING CATS A/B/C/D MDA 620 HAA 593. VOR OR GPS RWY 9 AMDT 7B...DME MINIMA - CIRCLING MDA 620/HAA 593 ALL CATS. GPS RWY 36R...CIRCLING CAT A MDA 620/HAA 593. RADAR-1 AMDT 11...S-27 MDA 620/HAT 553 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 593 ALL CATS. TEMP CRANE 316 MSL 3876 FT ENE OR RWY 27.

### Vandenberg

**FDC 7/4567** /X16/ FI/T VANDENBERG, TAMPA, FL. GPS RWY 18 ORIG...PROC NA.

## WINTER HAVEN

### Winter Havens Gilbert

**FDC 7/5536** /GIF/ FI/T WINTER HAVENS GILBERT, WINTER HAVEN, FL. IFR DEP PROC...RWY 22: CLIMB RWY HEADING TO 1000 BEFORE TURNING SOUTH.

# GEORGIA

## ATLANTA

### Dekalb-Peachtree

**FDC 7/5280** /PDK/ FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L AMDT 7A...S-ILS 20L: DH 1283/HAT 292 ALL CATS. S-LOC 20L: MDA 1500/HAT 509 ALL CATS, VIS CAT C 1 1/2. CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY AIRPORT-BROWN FIELD ALTIMETER SETTING MINIMUMS: S-ILS-20L: DH 1335/HAT 344 ALL CATS. S-LOC 20L: MDA 1540/HAT 549 ALL CATS. CIRCLING: MDA 1600/HAA 598 ALL CATS.

**FDC 7/4423** /PDK/ FI/T DEKALB-PEACHTREE, ATLANTA, GA. VOR/DME OR GPS RWY 20L, AMDT 1A...S-20L MDA 1500/HAA 509 ALL CATS, VIS CAT C 1-1/2. CIRCLING: MDA 1520/HAA 518 CAT A, MDA 1540/HAA 538 CATS B/C. FULTON COUNTY AIRPORT-BROWN FIELD ALTIMETER SETTING MINIMUMS: S-20L MDA 1540/HAA 549 ALL CATS. CIRCLING: MDA 1580/HAA 578 CAT A, MDA 1600/HAA 598 CATS B/C/D.

### Fulton County Airport-Brown Field

**FDC 7/1472** /FTY/ FI/T FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. VOR/DME OR GPS RWY 26 ORIG...S-26 MDA 1880/HAT 1066 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. CIRCLING MDA 1880/HAA 1039 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. ALTERNATE MINIMUMS...CAT A/B 1100-2, CAT C/D 1100-3.

**FDC 6/3955** /FTY/ FI/T FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. ILS RWY 8, AMDT 15C...S-ILS-8 DH 1247 HAT 439, VIS 1 ALL CATS. S-LOC-8 VIS CATS A/B 1. INOP TABLE DOES NOT APPLY TO S-LOC-8 CAT A. FOR INOP MALSR INCREASE S-LOC-8 CAT B VIS TO 1 1/4. IFR DEPARTURE: TAKE-OFF MNMS RWY 26: 500-2. TEMP CRANE 959 MSL 2700 FEET WEST OF RWY 8 THRESHOLD.

### The William B. Hartsfield Atlanta Intl

**FDC 7/7343** /ATL/ FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. ILS RWY 8R, AMDT 58A...CAT II PROC NA. ILS RWY 8R, AMDT 58A...S-ILS 8R: DH 1246/HAT 222 ALL CATS. VIS ALL CATS RVR 2400. NOTE: FOR INOP ALSF, INCREASE S-8R RVR TO 4000 ALL CATS. ILS RWY 9L, AMDT 5...S-ILS 9L: DH 1247/HAT 228 ALL CATS. TEMP CRANE 1310 MSL 1400 FT WEST AND 2300 FT NORTH OF RWY 9L.

**FDC 7/6438** /ATL/ FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. EFFECTIVE EXCEPT WHEN ATC ADVISES CRANES ARE DOWN. ILS RWY 26R, AMDT 2A...S-ILS 26R DH 1252/HAT 262 ALL CATS, VIS ALL CATS RVR 4000. S-LOC 26R VIS RVR 4000 CATS A/B/C. TAKE-OFF MNMS: RWY 8L 300-1 OR STANDARD WITH MNM CLIMB OF 280 FT PER NM TO 1200. TEMP CRANE 1098 MSL 2700 FT EAST OF RWY 26R AND 800 FT NORTH OF EXTENDED RWY CENTERLINE (333907N/842402W).

## AUGUSTA

### Bush Field

**FDC 7/6202** /AGS/ FI/T BUSH FIELD, AUGUSTA, GA. ILS RWY 35, AMDT 25A...NDB OR GPS RWY 35, AMDT 27...PROC TURN COMPLETION MINIMUM ALTITUDE 1800.

### Daniel Field

**FDC 7/5035** /DNL/ FI/T DANIEL FIELD, AUGUSTA, GA. TAKE-OFF MNMS: RWY 5 300-1 OR STANDARD WITH MNM CLIMB OF 310 FT PER NM TO 700. TOWER 537 MLS 2400 FT NE RWY 23 THLD.

**FDC 7/2815** /DNL/ FI/T DANIEL FIELD, AUGUSTA, GA. RADAR-1, AMDT 5...CIRCLING 287 MDA 980/HAA 557 CATS A,B,C. VOR/DME OR GPS-B, ORIG...CIRCLING MDA 980/HAA 557 CATS A,B,C. NDB/DME OR GPS-C, AMDT 2. CIRCLING MDA 980/HAA 557 CATS A,B,C. NDB OR GPS RWY 11, AMDT 2A. S-11 MDA 1020/HAT 598 ALL CATS. CIRCLING MDA 1020/HAA 597 ALL CATS.

## CANTON

### Cherokee County

**FDC 7/4404** /47A/ FI/T CHEROKEE COUNTY, CANTON, GA. IFR DEPARTURE PROCEDURE...TAKE OFF MINIMUMS: RWY 4, 22 STANDARD. DEPARTURE PROCEDURE: RWYS 4,22 AIRCRAFT DEPARTING NORTH-EASTBOUND AND NORTHWESTBOUND, CLIMB TO 4100 THEN PROCEED ON COURSE.

**FDC 7/1368** /47A/ FI/T CHEROKEE COUNTY, CANTON, GA. NDB RWY 4...AMDT 1...TERMINAL ROUTE WOMAC INT TO CANTON NDB MNM ALT 3700.

## FT. BENNING

### Lawson AAF

**FDC 7/1511** /LSF/ FI/T LAWSON AAF, FT. BENNING, GA. ILS RWY 33, AMDT 9...S-ILS-33, DH 426 HAT 200, VIS RVR 4000 '200 3/4' ALL CATS.

## GAINESVILLE

### Lee Gilmer Memorial

**FDC 7/3576** /GVL/ FI/T LEE GILMER MEMORIAL, GAINESVILLE, GA. DEPARTURE PROCEDURE: RWY 22, CLIMB RUNWAY HEADING TO 3100 BEFORE TURNING SOUTH. TOWER 2654 MSL 340732.00N 0835132.00W.

## HAMPTON

### Clayton County-Tara Field

**FDC 7/7193** /4A7/ FI/P CLAYTON COUNTY-TARA FIELD, HAMPTON, GA. VOR/DME-A ORIG...CIRCLING: CAT D MDA 1540/HAA 667. CHANGE NOTE TO READ: USE THE WILLIAM B. HARTSFIELD ATLANTA INTL ALTIMETER SETTING. THIS IS VOR/DME-A ORIG-A.

**FDC 7/1657** /4A7/ FI/T CLAYTON COUNTY-TARA FIELD, HAMPTON, GA. GPS RWY 24, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA. ATLANTA ALTIMETER SETTING MINIMUMS: S-24 MDA 1540/HAT 667 ALL CATS. VSBY CAT C 1 3/4, CAT D 2. CIRCLING MDA 1540/HAA 667 ALL CATS.

## JASPER

### Pickens County

**FDC 6/8705** /JZP/ FI/T PICKENS COUNTY, JASPER, GA. NDB RWY 34 AMDT 1...PROC NA.

## JEFFERSON

### Jackson County

**FDC 7/6883** /19A/ FI/P JACKSON COUNTY, JEFFERSON, GA. NDB RWY 34, ORIG...TERMINAL ROUTE WOMAC INT TO COMMERCE NDB MIN ALT 3700. THIS IS NDB RWY 34 ORIG-A.

## WAYCROSS

### Waycross-Ware County

**FDC 7/6613** /AYS/ FI/P WAYCROSS-WARE COUNTY, WAYCROSS, GA. VOR OR GPS-A AMDT 7B...DELETE



NOTE: IF LOCAL ALSTG NOT RECEIVED, USE VALDOSTA ALSTG AND INCREASE ALL MDA'S 140 FT. DELETE NOTE IN PROFILE: 840 WHEN USING VALDOSTA ALSTG. THIS IS VOR OR GPS-A AMDT 7C.

**EDC 7/6612** /AYS/ F/P WAYCROSS-WARE COUNTY, WAYCROSS, GA. ILS RWY 18 ORIG-C...DELETE NOTE: IF LOCAL ALSTG NOT RECEIVED, USE VALDOSTA ALSTG AND INCREASE DH TO 473; INCREASE ALL MDA'S 140 FT. THIS IS ILS RWY 18 ORIG-D.

**EDC 7/6611** /AYS/ F/P WAYCROSS-WARE COUNTY, WAYCROSS, GA. NDB RWY 18 ORIG-C...DELETE NOTE: IF LOCAL ALSTG NOT RECEIVED, USE VALDOSTA ALSTG AND INCREASE ALL MDA'S 140 FT. THIS IS NDB RWY 18 ORIG-D.

## WINDER

### Winder-Barrow

**EDC 7/7044** /WDR/ F/P WINDER-BARROW, WINDER, GA. VOR/DME RNAV OR GPS RWY 23, ORIG-A...TERMINAL ROUTE WOMAC INT TO PATTE WPT MIN ALT 3700. THIS IS VOR/DME RNAV OR GPS RWY 23, ORIG-B.

## IDAHO

## CALDWELL

### Caldwell Industrial

**EDC 7/5537** /EUL/ F/T CALDWELL INDUSTRIAL, CALDWELL, ID. NDB OR GPS RWY 30, AMDT 3A...PROC NA.

## DRIGGS

### Teton Peaks/Driggs Muni

**EDC 7/7409** /U59/ F/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. IFR DEPARTURE PROCEDURE ORIG...GPS REQUIRED...SELETE 1 NM RECEIVER SENSITIVITY, IF AVAILABLE RWY 03, CLIMB VIA 033 COURSE TO EXDUH WP AND 308 COURSE TO LAMON WP, THEN: RWY 21, CLIMB VIA 213 COURSE TO ETREQ WP AND 328 COURSE TO LAMON WP, THEN: WESTBOUND CONTINUE CLIMB TO 9000 VIA V-298 TO DBS VORTAC BEFORE PROCEEDING ON COURSE. EASTBOUND CONTINUE CLIMB IN LAMON WP HOLDING PATTERN (W, RIGHT TURN, 085 INBOUND) TO 13000, THEN CONTINUE CLIMB TO MEA VIA V-298 TO DNW VORTAC BEFORE PROCEEDING ON COURSE.

## HAILEY

### Friedman Memorial

**EDC 7/1403** /SUN/ F/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS-A, ORIG-A...REMOVE 'NOPT' FROM KINZE/IAF/ R-007/16.2.

## ILLINOIS

## BELLEVILLE

### Midamerica Airport

**EDC 7/7234** /BLV/ F/P MIDAMERICA AIRPORT, BELLEVILLE, IL. ILS RWY 14R, ORIG-A...TERMINAL ROUTE SETJU INT (IAF) TO DADNE INT (NOPT), 134.96/2.45 (I-OXK), 2100. THIS IS ILS RWY 14R, ORIG-B.

## BLOOMINGTON

### Central IL Regl Arpt at Bloomington-Normal

**EDC 7/6162** /BMI/ F/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON, IL. VOR/DME RWY 21, AMDT 2A...VOR RWY 21, AMDT 17A...PROC NA.

## CARTHAGE

### Carthage

RY 09/27 NOW 3406 FT BY 50 FT; RY 27 THLD DSPLD 843 FT.(11/97)172CHICAGO

### Chicago O'Hare Intl

**EDC 7/6735** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 4R, AMDT 6B...CIRCLING MDA 1220/HAA 592 ALL CATS. THIS IS ILS RWY 4R, AMDT 6C.

**EDC 7/6658** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. NDB RWY 27R, AMDT 22...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS NDB RWY 27R, AMDT 22A.

**EDC 7/6657** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. NDB OR GPS RWY 9R, AMDT 16...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS NDB OR GPS RWY 9R, AMDT 16A.

**EDC 7/6656** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 14L, AMDT 28A...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 14L, AMDT 28B.

**EDC 7/6655** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 9L, AMDT 6...CHANGE ORD 3 DME MINIMUMS TO: DME MINIMUMS. DME MINIMUMS: CIRCLING MDA 1220/HAA 552 ALL CATS. CHANGE ALTERNATE MINIMUMS TO: CAT A 900-2, CAT B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. DELETE NOTE: CAT D S-LOC-9L ORD 3 DME VISIBILITY INCREASE TO RVR 5000 FOR INOPERATIVE MM. ADD NOTE: DME FROM ORD VOR/DME. THIS IS ILS RWY 9L, AMDT 6A.

**EDC 7/6646** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 18...CHANGE DME MINIMUMS TO: RACCY FIX MINIMUMS. RACCY FIX MINIMUMS: CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS LOC RWY 4L, AMDT 18A.

**EDC 7/6645** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. VOR RWY 22R, AMDT 8...CIRCLING MDA 1220/HAA 552 ALL CATS. DME MINIMUMS: CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS VOR RWY 22R, AMDT 8A.

**EDC 7/6644** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. NDB OR GPS RWY 14L, AMDT 22...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS NDB OR GPS RWY 14L, AMDT 22A.

**EDC 7/6643** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. NDB OR GPS RWY 14R, AMDT 21...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS NDB OR GPS RWY 14R, AMDT 21A.

**EDC 7/6641** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 14R, AMDT 29A...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 14R, AMDT 29B.

**EDC 7/6637** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 9R, AMDT 13...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 9R, AMDT 13A.

**EDC 7/6636** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 22L, AMDT 4A...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 22L, AMDT 4B.

**FDC 7/6635** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 22R, AMDT 6A...CIRCLING MDA 1220/HAA 552 ALL CATS. DME MINIMUMS: S-LOC-22R MDA 1060/HAT 408 ALL CATS. VSBY RVR 4000 CAT C. CIRCLING MDA 1220/HAA 552 ALL CATS. ADD NOTE: DME FROM ORD VOR/DME. THIS IS ILS RWY 22R, AMDT 6B.

**FDC 7/6634** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 27L, AMDT 12...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 27L, AMDT 12A.

**FDC 7/6633** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 27R, AMDT 24...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 27R, AMDT 24A.

**FDC 7/6632** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 32L, AMDT 1A...CIRCLING MDA 1220/HAA 552 ALL CATS. THIS IS ILS RWY 32L, AMDT 1B.

**FDC 7/6631** /ORD/ F/P CHICAGO-O'HARE INTL, CHICAGO, IL. ILS RWY 32R, AMDT 21...CHANGE ORD 2.5/RADAR STEPDOWN FIX TO: ORD 2.5 DME. CHANGE ORD VOR/DME 2.5 DME FIX MINIMUMS TO: DME MINIMUMS. ADD NOTE: DME FROM ORD VOR/DME. THIS IS ILS RWY 32R, AMDT 21A.

## CHICAGO/AURORA

### Aurora Muni

**FDC 7/6782** /ARR/ F/P AURORA MUNI, CHICAGO/AURORA, IL. VOR OR GPS RWY 36, AMDT 1A...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, USE DUPAGE ALTIMETER SETTING. CHANGE ALTERNATE MINIMUMS TO READ: STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS VOR OR GPS RWY 36, AMDT 1B.

## CHICAGO/PROSPECT HGTS/WHEE

### Palwaukee Muni

RY 06 THLD NOW DSPLCD 287 FT.(11/97)

## CHICAGO (WEST CHICAGO)

### Dupage

**FDC 7/0936** /DPA/ F/T DUPAGE, CHICAGO (WEST CHICAGO), IL. EFF 1100-2100 UTC MON-FRI. ILS RWY 10 AMDT 7A...S-ILS-10 VIS ALL CATS 1. TAKEOFF MNMS RWY 28 300-1. 836 FT TEMPORARY CRANE 1679 FT W OF RWY 10.

## CHICAGO (WHEELING)

### Palwaukee Muni

**FDC 7/5638** /PWK/ F/T PALWAUKEE MUNI, CHICAGO (WHEELING), IL. ILS RWY 16, AMDT 6...VOR OR GPS RWY 16, AMDT 19...S-LOC 16 MDA 1220/HAT 578 ALL CATS. VIS CAT C 1-1/2; CAT D 1-3/4. S-VOR 16 MDA 1260/HAT 618 ALL CATS. VIS CAT C 1-3/4; CAT D 2. CIRCLING MDA 1320/HAA 673 CAT D. VIS CAT D 2-1/4. (TEMPORARY CRANE 957 MSL 1.92 NM N OF RWY 16.

## DWIGHT

### Dwight NDB

(DTG) NDB DCMSND.(1/97)

## EFFINGHAM

### Effingham County Memorial

**FDC 6/9223** /1H2/ F/T EFFINGHAM COUNTY MEMORIAL, EFFINGHAM, IL. TAKEOFF MNMS: RWY 1 600-1.

## FREEPORT

### Albertus

**FDC 7/6356** /FEP/ F/T ALBERTUS, FREEPORT, IL. LOC RWY 24, ORIG. VOR/DME RNAV OR GPS RWY 6, AMDT 5A. VOR OR GPS RWY 24, AMDT 6. NDB RWY 6, ORIG...LOCAL ALSTG NA.

## GIBSON CITY

### Schertz Field

RY 09/27 DCMSND. RY 18/36 NOW 3440 FT BY 100 FT; RY 18 THLD DSPLCD 200 FT.(10/97)

## LAKE IN THE HILLS

### Lake In The Hills

**FDC 7/0299** /3CK/ F/T LAKE IN THE HILLS, LAKE IN THE HILLS, IL. VOR OR GPS RWY 26 AMDT 1...MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING RT TO 2400 VIA OBK R-265 TO OCKTO INT/11.00 DME AND HOLD.

## MOUNT CARMEL

### Mount Carmel Muni

**FDC 7/6609** /AJG/ F/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. VOR OR GPS RWY 22, AMDT 8...TAKEOFF MNMS RWY 22: 300-1 OR STANDARD WITH MNM CLIMB OF 340 FT PER NM TO 700 FT.

**FDC 7/5698** /AJG/ F/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. VOR OR GPS RWY 22, AMDT 8...STRAIGHT IN MINIMUMS NA.

## PEORIA

### Greater Peoria Regional

**FDC 5/5362** /PIA/ F/T GREATER PEORIA REGIONAL, PEORIA, IL. RNAV RWY 4, AMDT 6...PROC NA.

## POPLAR GROVE

### Poplar Grove

RY 12/30 NOW 3788 FT BY 50 FT.(11/97)

## QUINCY

### Quincy Muni Baldwin Field

8 HRS PPR FOR UNSKED ACR OPNS WITH MORE THAN 30 PSGR SEATS CALL AMGR 217-885-3285. RY 13/31 NOT AVBL FOR ACR OPNS WITH MORE THAN 30 PSGR SEATS. (08/97)

**FDC 7/6429** /UIN/ F/T QUINCY MUNI BALDWIN FIELD, QUINCY, IL. ILS RWY 4 AMDT 17...S-ILS RWY 4 VISIBILITY 3/4 ALL CATS. S-LOC RWY 4 VISIBILITY 1 ALL CATS. VOR OR GPS RWY 4 AMDT 11...S-4 VISIBILITY CAT A/B 1; CAT C/D 1-1/4. NDB RWY 4 AMDT 17...S-4 VISIBILITY CAT A/B 1; CAT C/D 1-1/4.

## SPRINGFIELD

### Capital

**FDC 7/0618** /SPI/ F/T CAPITAL, SPRINGFIELD, IL. RADAR-1 AMDT 7B...S-31 MDA 1240/HAT 650 ALL CATS; VIS CAT C 1-3/4, CAT D 2. CIRCLING MDA 1240/HAA 643 CATS A,B,C & D; VIS CAT C 1-3/4.

**FDC 7/0596** /SPI/ F/T CAPITAL, SPRINGFIELD, IL. ILS RWY 4 AMDT 24A, ILS RWY 22 AMDT 7, ILS RWY 31 ORIG, VOR RWY 22 AMDT 20, NDB OR GPS RWY 4 AMDT 18, NDB RWY 22 ORIG...CIRCLING MDA 1220/HAA 623 CAT D. TEMP CRANE 856 MSL 2.2NM SE RWY 31.

## INDIANA

### ANGOLA

#### Tri-State Steuben

**FDC 7/7292** /ANQ/ FI/P TRI-STATE STEUBEN, ANGOLA, IN. NDB RWY 5, AMDT 6...TERMINAL ROUTE LFD VOR-TAC TO ANQ NDB 214.75 DEGREES 29.18 NM 3000 FT. THIS IS NDB RWY 5, AMDT 6A.

### FORT WAYNE

#### Fort Wayne International

**FDC 7/6741** /FWA/ FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. LOC BY RWY 23, AMDT 8...RADAR AND DME REQUIRED.

**FDC 7/3600** /FWA/ FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. LOC BC RWY 14, AMDT 13...HI-LOC BC RWY AMDT 2...PROC NA.

#### Smith Field

**FDC 7/3179** /SMD/ FI/T SMITH FIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...S-13 MDA 1360/HAT 526 ALL CATS. VIS CAT C 1-1/2.

### GREENSBURG

#### Decatur County

**FDC 7/7414** /I34/ FI/T DECATUR COUNTY, GREENSBURG, IN. VOR OR GPS-A, AMDT 2A...VOR PORTION NA.

### INDIANAPOLIS

#### Brookside Airpark

**FDC 7/7415** /I21/ FI/T BROOKSIDE AIRPARK, INDIANAPOLIS, IN. VOR OR GPS RWY 36, AMDT 6...VOR PORTION NA.

#### Eagle Creek Airpark Localizer Ry 21

(I-EYE) LOC & LOM UNMONITORED.(10/97)

#### Greenwood Muni

**FDC 7/7417** /HFY/ FI/T GREENWOOD MUNI, INDIANAPOLIS, IN. VOR OR GPS-A, AMDT 4...VOR PORTION NA.

#### Indianapolis Intl

**FDC 7/7416** /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. VOR OR GPS RWY 14, AMDT 25...PROC NA. ILS RWY 32, AMDT 17A...ADF REQUIRED.

**FDC 7/7001** /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L, ORIG...LOC S-5L MDA 1300/HAT 552 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA CAT A 1300/HAA 503, CATS B,C MDA 1320/HAA 523. NDB RWY 5L, ORIG...S-5L MDA 1340/HAT 592 ALL CATS. CIRCLING MDA CATS A,B,C 1340/HAA 543. ILS RWY 5R, AMDT 1. ILS RWY 14, AMDT 4. ILS RWY 23L, AMDT 1. ILS RWY 23R, ORIG. ILS RWY 32, AMDT 17A. VOR OR GPS RWY 14, AMDT 25. NDB OR GPS RWY 5R, AMDT 1. NDB OR GPS RWY 23L, AMDT 1. NDB OR GPS RWY 32, AMDT 14...CIRCLING CATS B,C MDA 1320/HAA 523.

#### Mount Comfort

**FDC 7/7413** /MQJ/ FI/T MOUNT COMFORT, INDIANAPOLIS, IN. VOR OR GPS RWY 34, AMDT 1...VOR PORTION NA.

**FDC 7/7412** /MQJ/ FI/T MOUNT COMFORT, INDIANAPOLIS, IN. ILS RWY 25, AMDT 2A...PROC NA.

### LAFAYETTE

#### Aretz

**FDC 7/2951** /3AR/ FI/T ARETZ, LAFAYETTE, IN. VOR OR GPS-C AMDT 1...GPS PORTION NA.

### MADISON

#### Madison Muni

**FDC 6/1811** /IMS/ FI/T MADISON MUNI, MADISON, IN. VOR/DME OR GPS RWY 3 AMDT 7...VOR PORTION NA.

### SHELBYVILLE

#### Shelbyville Muni

**FDC 7/7411** /3SM/ FI/T SHELBYVILLE MUNI, SHELBYVILLE, IN. VOR OR GPS RWY 18, AMDT 9...VOR PORTION NA.

### SHERIDAN

#### Sheridan

RY 05 THLD NOW DSPLCD 570 FT.(10/97)

## IOWA

### AMES

#### Ames Muni

**FDC 7/5611** /AMW/ FI/T AMES MUNI, AMES, IA. ILS RWY 1 ORIG-A...S-ILS 1, VIS 3/4 ALL CATS.

### ANKENY

#### Ankeny Regional

**FDC 7/7212** /IKV/ FI/P ANKENY REGIONAL, ANKENY, IA. NDB-A, ORIG...DELETE: DES MOINES ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER ON CTAF; WHEN NOT RECEIVED, USE DES MOINES ALSTG. THIS IS NDB-A, ORIG-A.

### BOONE

#### Boone Muni

**FDC 7/4881** /BNW/ FI/T BOONE MUNI, BOONE, IA. NDB OR GPS RWY 32, AMDT 5...ALTMNMS STANDARD. APS-CO INT NA. DLT NOTE: IF LOCAL ALSTG NOT RECEIVED USE DES MOINES ALSTG AND INCREASE ALL MDA'S 120 FEET. DLT NOTE: \*2060 WHEN USING DES MOINES ALSTG.

**FDC 7/4842** /BNW/ FI/T BOONE MUNI, BOONE, IA. Copter NDB OR GPS 225, AMDT 3...ALT MNMS STANDARD. DELETE DANYL INT. DLT NOTE: IF LOCAL ALSTG NOT RECEIVED USE DES MOINES ALSTG AND INCREASE ALL MDA'S 120 FEET. DELETE NOTE 1780 WHEN USING DES MOINES ALSTG.

### CEDAR RAPIDS

#### Cedar Rapids Muni

**FDC 7/2258** /CID/ FI/T CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. RNAV OR GPS RWY 31, AMDT 7...S-31 MDA 1260/HAT 399 ALL CATS.

**FDC 7/0731** /CID/ FI/T CEDAR RAPIDS MUNI, CEDAR RAPIDS, IA. RNAV OR GPS RWY 13, AMDT 8...TRML RTE: CID VOR/DME TO SHARO WP, MIN ALT 3400. HOLD NW SHARO WP, RT, 131.00 INBOUND, 3400 FT IN LIEU OF PT (IAF) MIN ALT: SHARO WP 3400.

### MAQUOKETA

#### Maquoketa Muni

**FDC 7/4612** /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. RNAV OR GPS RWY 33, ORIG-A...DELETE LO-

CAL ALTIMETER SETTING MNMS. CHANGE NOTE TO READ: USE DUBUQUE ALTIMETER SETTING, IF NOT RECEIVED PROC NA.

## MUSCATINE

### Muscatine Muni

**FDC 7/4790** /MUT/ FI/T MUSCATINE MUNI, MUSCATINE, IA. NDB OR GPS RWY 6, AMDT 12B...S-6 MDA 1400/852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1400/HAA 852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MNMS CATS A AND B 900-2, CAT C 900-2 1/2, CAT D 900 2/3/4.

## KANSAS

## CLAY CENTER

### Clay Center Muni

**FDC 7/4836** /CYW/ FI/T CLAY CENTER MUNI, CLAY CENTER, KS. GPS RWY 17, ORIG...LOCAL ALSTG MNMS NA. CHG NOTE TO READ: USE SALINA ALSTG. NDB OR GPS RWY 35...CHANGE NOTE TO READ: USE SALINA ALSTG.

## COFFEYVILLE

### Coffeyville Muni

**FDC 7/6854** /CFV/ FI/P COFFEYVILLE MUNI, COFFEYVILLE, KS. VOR/DME OR GPS-A, AMDT 6A...CIRCLING MDA 1200/HAA 466 CAT A. THIS IS VOR/DME OR GPS-A, AMDT 6B.

## DODGE CITY

### Dodge City Regional

**FDC 7/1710** /DDC/ FI/T DODGE CITY REGIONAL, DODGE CITY, KS. ILS RWY 14 AMDT 2...ALTERNATE MNMS NA.

## GARDEN CITY

### Garden City Regional

**FDC 7/4590** /GCK/ FI/T GARDEN CITY REGIONAL, GARDEN CITY, KS. ILS RWY 35, AMDT 1...ALT MNMS NA.

## GOODLAND

### Renner Field (Goodland Muni)

**FDC 7/6139** /GLD/ FI/T RENNER FIELD (GOODLAND MUNI), GOODLAND, KS. ILS RWY 30, AMDT 3A...ALTERNATE MNMS NA.

## LAWRENCE

### Lawrence Muni

**FDC 7/4589** /LWC/ FI/T LAWRENCE MUNI, LAWRENCE, KS. ILS RWY 33, ORIG-B...ALT MNMS NA.

## LIBERAL

### Liberal Muni

**FDC 7/7016** /LBL/ FI/T LIBERAL MUNI, LIBERAL, KS. VOR OR GPS RWY 35, AMDT 10...S-35 MNMS MDA 3340/HAT 466 ALL CATS. VSBY CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3340 CAT A, HAA 457 CAT A THRU C, HAA 557 CAT D. INOPERATIVE TABLE DOES NOT APPLY TO CAT D. CAT C S-35 VISIBILITY INCREASED 1/4 FOR INOPERATIVE MALSR.

**FDC 7/7015** /LBL/ FI/T LIBERAL MUNI, LIBERAL, KS. VOR OR GPS RWY 3, AMDT 1...CIRCLING HAA 577 ALL CATS. DME MNMS: S-3 MDA 3340/HAT 457 ALL CATS.

VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3340, HAA 457 CAT A THRU C, HAA 557 CAT D. TEMPORARY DRILLING RIG 3090 MSL 1.9 NM SW OF RWY 3.

**FDC 7/1801** /LBL/ FI/T LIBERAL MUNI, LIBERAL, KS. ILS RWY 35 AMDT 2...VOR/DME RWY 17 AMDT 2...CIRCLING MDA 3340/HAA 457 CAT A THRU C, 557 CAT D. NDB RWY 35 AMDT 2...CIRCLING HAA 457 CAT A THRU C, 557 CAT D.

## TOPEKA

### Philip Billard Muni

**FDC 6/5818** /TOP/ FI/T PHILIP BILLARD MUNI, TOPEKA, KS. LOC BC RWY 31, AMDT 18...TRANSITION ROUTE TOPEKA (TOP) VORTAC KS TO POACH INT KS NA. TRANSITION ROUTE BILOY (TO) LOM KS TO POACH INT KS NA. PROC TURN NA. RADAR OR DME REQUIRED.

## WICHITA

### Cessna Acft Field

RY 17L THR DSPLCD 150 FT; RY 35R THR DSPLCD 150 FT.(10/97)

### Beech Factory

RY 18/36 NOW 8000 FT BY 100 FT.(10-97)

**FDC 7/6922** /BEC/ FI/T BEECH FACTORY, WICHITA, KS. VOR OR GPS-B, AMDT 1...CIRCLING MDA 1900/HAA 513 CAT A/B/C.

**FDC 7/6460** /BEC/ FI/T BEECH FACTORY, WICHITA, KS. RNAV OR GPS RWY 18, ORIG...RNAV OR GPS RWY 36, ORIG...STRAIGHT-IN MINIMUMS NA.

## KENTUCKY

## COVINGTON/CINCINNATI, OH

### Cincinnati/Northern Kentucky Intl

**FDC 7/2996** /CVG/ FI/T COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. ILS RWY 36L, AMDT 37B... TDZE 873 MSL. INOPERATIVE COMPONENTS TABLE DOES NOT APPLY. S-ILS-36L MINIMUMS NA. S-LOC 36L HAT 487 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. TABBO FIX MINIMUMS: S-LOC 36L HAT 387 ALL CATS. VIS CAT A/B/C 1, CAT D 1 1/4.

## FALMOUTH

### Gene Snyder

**FDC 7/1602** /KY62/ FI/T GENE SNYDER, FALMOUTH, KY. VOR OR GPS-A, AMDT 2...CIRCLING: MDA/1500 CATS A/B/C/D HAA/602 CATS A/B/C/D, VIS CAT C 1 3/4. CELL ANTENNA 1100FT 3384111.50N/0842039.00W.

## FORT CAMPBELL

### Campbell AAF

**FDC 7/1358** /HOP/ FI/T CAMPBELL AAF, FORT CAMPBELL, KY. HI-TACAN RWY 22 AMDT 6A... PROC NA.

**FDC 6/5718** /HOP/ FI/T CAMPBELL AAF, FORT CAMPBELL, KY. ILS RWY 22, AMDT 10...S-ILS DH 823, RVR 4000, HAT 250. 639 TREELINE SE OF RWY 22 THRESHOLD PENT. TRANSITIONAL AREA BY 17.49 FT.

## FORT KNOX

### Godman AAF

**FDC 4/2396** /FTK/ FI/T GODMAN AAF, FORT KNOX, KY. VOR RWY 18, AMDT 12. S-18...MINIMUMS NA.

## FRANKFORT

### Frankfort/Capital City

**FDC 7/6954** /FFT/ FI/T FRANKFORT CAPITAL CITY, FRANKFORT, KY. VOR OR GPS RWY 24, AMDT 2...MISSED APPROACH: CLIMB TO 3000 FT THEN LEFT TURN DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. NOTE: RADAR REQUIRED.

**FDC 7/6858** /FFT/ FI/T FRANKFORT/CAPITAL CITY, FRANKFORT, KY. LOC/DME RWY 24, ORIG...MISSED APPROACH: CLIMB TO 3000 FT THEN LEFT TURN TO HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. NOTE: RADAR REQUIRED.

## GEORGETOWN

### Georgetown Scott County-Marshall Field

**FDC 7/6836** /27K/ FI/T GEORGETOWN SCOTT COUNTY-MARSHALL FIELD, GEORGETOWN, KY. VOR/DME RWY 3 ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 3000 FT DIRECT HYK VORTAC AND HOLD SOUTHEAST, RT, 304 DEGREES INBOUND.

**FDC 7/6802** /27K/ FI/T GEORGETOWN SCOTT COUNTY-MARSHALL FIELD, GEORGETOWN, KY. VOR/DME RWY 3, ORIG...RADAR REQUIRED.

## LEXINGTON

### Lexington/Blue Grass

**FDC 7/6834** /LEX/ FI/T LEXINGTON/BLEUGRASS, LEXINGTON, KY. ILS RWY 22, AMDT 16...MISSED APPROACH: CLIMB TO 2000 FT THEN CLIMBING LEFT TURN TO 3000 FT DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 DEGREES INBOUND. NOTE: RADAR REQUIRED.

**FDC 7/6833** /LEX/ FI/T LEXINGTON/BLEUGRASS, LEXINGTON, KY. NDB OR GPS RWY 4 AMDT 20...FEEDER ROUTE: FFT VOR FEEDER NA. NOTE: RADAR REQUIRED.

**FDC 7/6832** /LEX/ FI/T LEXINGTON/BLEUGRASS, LEXINGTON, KY. VOR OR GPS-A AMDT 8...MISSED APPROACH: CLIMB TO 3000 FT THEN TURN LEFT DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND.

**FDC 7/6831** /LEX/ FI/T LEXINGTON/BLEUGRASS, LEXINGTON, KY. ILS RWY 4, AMDT 15...FEEDER ROUTE: FFT FEEDER ROUTE NA. NOTE: ADF AND RADAR REQUIRED.

## LOUISVILLE

### Bowman Field

**FDC 7/1356** /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 24 AMDT 6A...S-24: MDA 1300/HAT 754 ALL CATS VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 1300/HAA 753 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. DME MNMS NA. ALT MNMS: CAT C 800-2 1/4, CAT D 800-2 1/2.

### Louisville Intl-Standiford Field

**FDC 7/6566** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 17 ORIG-B...BQM VOR/DME R-302 CROSS RADIAL AT MICH INT NA.

**FDC 7/3085** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35, ORIG-B...DME MINIMUMS S-LOC-35 MDA 900/HAT 420 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000. TEMP 689 MSL/230 AGL CRANE 2774 FT OUT AND 1295 FT LEFT OF RWY APPROACH END.

**FDC 6/2168** /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. NDB OR GPS RWY 1 AMDT 8...S-1: VIS CATS A/B 1. CIRCLING HAA 680 ALL CATS.

## RICHMOND

### Madison

**FDC 5/2407** /I39/ FI/T MADISON, RICHMOND, KY. VOR/DME OR GPS RWY 18, AMDT 4...S-18: MDA 1560, HAT 569 ALL CATS. VIS 1 1/2 CAT B, 1 3/4 CAT C. CIRCLING: MDA 1660, HAA 659 ALL CATS VIS 1 1/2 CAT B, 2 CAT C.

## LOUISIANA

## ALEXANDRIA

### Alexandria Esler Regional

**FDC 5/0104** /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32 AMDT 13B...NDB OR GPS RWY 26 AMDT 7C...CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS 40 FT.

**FDC 5/0103** /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. ILS RWY 26 AMDT 12...POLK AAF ALSTG MINS: NA. CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS AND DHS 40 FT.

### Alexandria Intl

**FDC 7/7082** /AEX/ FI/P ALEXANDRIA INTL, ALEXANDRIA, LA. ILS/DME RWY 14, AMDT 1...CIRCLING CAT A MDA 520/HAA 431. CAT B/C HAA 451. CAT D HAA 551. NOTE: WHEN R-3801 B ACTIVE, RADAR REQUIRED. THIS IS ILS/DME RWY 14, AMDT 1A.

**FDC 7/6991** /AEX/ FI/P ALEXANDRIA INTL, ALEXANDRIA, LA. GPS RWY 18, ORIG-A...NOTE: WHEN R-3801 A OR B ACTIVE, RADAR REQUIRED. THIS IS GPS RWY 18, ORIG-B.

**FDC 7/6990** /AEX/ FI/P ALEXANDRIA INTL, ALEXANDRIA, LA. VOR OR GPS RWY 14, ORIG-B...CIRCLING CAT A MDA 520/HAA CAT A 431. CAT B/C HAA 451, CAT D HAA 551. NOTE: WHEN R-3801 B ACTIVE, RADAR REQUIRED. NOTE: FOR INOPERATIVE ALSF INCREASE S-14 CAT D VISIBILITY TO 1 1/4. THIS IS VOR OR GPS RWY 14, ORIG-C.

**FDC 7/6989** /AEX/ FI/P ALEXANDRIA INTL, ALEXANDRIA, LA. VOR OR GPS RWY 32, ORIG-A...CIRCLING CAT A MDA 520/HAA CAT A 431. CAT B/C HAA 451. CAT D HAA 551. NOTE: RADAR REQUIRED. THIS IS VOR OR GPS RWY 32, ORIG-B.

## BATON ROUGE

### Baton Rouge Metropolitan/Ryan Field

ACTVT HIRL RY 13/31 & MALSR RY 22R - CTAF. WHEN ATCT CLSD HIRL RY 13/31 & MRL RY 04R/22L NOT AVBL. (10/97)

**FDC 6/3665** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 13 AMDT 23, NDB RWY 31 AMDT 1A, ILS RWY 13 AMDT 25...MSA BT 25 NM BEARING 040 CW TO BEARING 280 2300 FT.

**FDC 6/3343** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB RWY 31, AMDT 1A...TRML RTE: BATON ROUGE VORTAC TO CREOL INT MAINTAIN 2100 FT. PROC TURN: MAINTAIN 2100 FT OUTBOUND.

**FDC 5/2689** /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 31 AMDT 1A...S-31 ALL CATS MDA 840/HAT 771;

CAT A VIS 3/4, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. CIRCLING ALL CATS MDA 840/HAA 770; CAT A VIS 1, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. INOPERATIVE TABLE DOES NOT APPLY TO CAT B AND C.

## COVINGTON

### Greater St. Tammany

**FDC 7/7356** /LA08/ FI/T GREATER ST. TAMMANY, COVINGTON, LA. VOR/DME OR GPS-A, ORIG...CAT A AND CAT B CIRCLING MDA 540, HAA 501.

## HOUMA

### Houma-Terrebonne

**FDC 7/3494** /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. NDB RWY 18, AMDT 4A...NOTE: RADAR REQUIRED. MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 1800 HEADING 122 DEGREES EXPECT RADAR VECTORS.

**FDC 6/6346** /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. VOR/DME RNAV OR GPS RWY 36, AMDT 4B...PROC NA.

## MINDEN

### Minden NDB

(MNE) NDB RTS. (10/97)

### Minden-Webster

**FDC 6/5759** /F24/ FI/T MINDEN-WEBSTER, MINDEN, LA. NDB OR GPS RWY 19, AMDT 2...NDB MINIMA NA.

## MONROE

### Monroe Regional

RY 18/36 NOT AVBL FOR ACR OPNS WITH OVER 30 PSGR SEATS. (10/97)

**FDC 6/6914** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. RADAR-1, AMDT 5...CIRCLING MINIMA: MDA 680 HAA 601 ALL CATS; VIS CATS A/B 1, CAT C 1 3/4, CAT D 2.

**FDC 4/5601** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR/DME RWY 4 ORIG...S-4 MDA/HAT 520/442 ALL CATS.

**FDC 4/5600** /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR RWY 4 AMDT 17...DME MINIMA: S-4 MDA/HAT 520/442 ALL CATS.

## NEW ORLEANS

### Lakefront

**FDC 0/5466** /NEW/ FI/T LAKEFRONT, NEW ORLEANS, LA. LORAN RNAV RWY 18R ORIG...PROC NA.

### New Orleans Intl/Moisant Fld

**FDC 7/6951** /MSY/ FI/T NEW ORLEANS INTL (MOISANT FIELD), NEW ORLEANS, LA. ILS RWY 28, AMDT 4...S-LOC RWY 28 MDA 420/HAT 417. FOR INOPERATIVE MALSR INCREASE S-LOC RWY 28 CATS A/B VISIBILITY TO RVR 5000. ASR RWY 28, AMDT 16...ASR RWY 28 MDA 420/HAT 417.

**FDC 6/9044** /MSY/ FI/T NEW ORLEANS INTL (MOISANT FIELD), NEW ORLEANS, LA. LOC BC RWY 19, AMDT 14...PROC NA.

## PATTERSON

### Harry P. Williams Memorial

**FDC 6/8990** /PTN/ FI/T HARRY P. WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME OR GPS-A, AMDT 9...PROC NA.

## PORT SULPHUR

### Port Sulphur Seaplane Base

**FDC 4/6933** /5R9/ FI/T PORT SULPHUR SEAPLANE BASE, PORT SULPHUR, LA. VOR/DME-A AMDT 6...INCREASE CIRCLING MDA AND HAA TO 720. WHEN USING NEW ORLEANS/MOISANT FIELD ALTM INCREASE MDA AND HAA TO 780 AND CAT B VIS TO 1-1/4 MILE.

## RAYVILLE

### John H. Hooks, Jr. Memorial

**FDC 7/2034** /M79/ FI/T JOHN H. HOOKS JR. MEMORIAL, RAYVILLE, LA. GPS RWY 36 ORIG...PROC NA.

## SPRINGHILL

### Springhill

**FDC 7/4312** /SPH/ FI/T SPRINGHILL, SPRINGHILL, LA. NDB RWY 35, ORIG...PROC NA.

## MAINE

## BANGOR

### Bangor Intl

**FDC 7/5172** /BGR FI/T BANGOR INTL, BANGOR, ME. ILS RWY 15 AMDT 4...CATS I, II, AND III, PROC TURN SEGMENT NA.

## BELFAST

### Belfast Muni

**FDC 7/5171** /BST/ FI/T BELFAST MUNI, BELFAST, ME. NDB RWY 15 AMDT 2B.... PROC NA.

## FRYEBURG

### Eastern Slopes Regional

**FDC 6/4914** /IZG/ FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. DEP PROC: RWY 14...CLIMB DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE. RWY 32...CLIMBING RIGHT TURN DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE.

## GREENVILLE

### Greenville Muni

**FDC 7/2283** /3B1/ FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4...TERMINAL ROUTE WRAPT TO SQUAW NDB NA. TERMINAL ROUTE AUGUSTA VOR/DME TO SQUAW NDB NA.

**FDC 7/1698** /3B1/ FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4...LOCAL ALSTG NA. USE BANGOR INTL ALSTG AND INCREASE ALL MDA'S 300 FT.

### Greenville Seaplane Base

**FDC 7/5970** /52B/ FI/P GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS-A AMDT 4...CHANGE ALSTG NOTE TO READ: USE GREENVILLE MUNI ALSTG. IF NOT RECEIVED USE BANGOR INTL ALSTG AND INCREASE ALL MDA'S 240 FT. THIS IS NDB OR GPS-A AMDT 4A.

**FDC 7/2281** /52B/ FI/T GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS-A AMDT 4...TERMINAL ROUTE WRAPT TO SQUAW NDB NA. TERMINAL ROUTE AUGUSTA VOR/DME TO SQUAW NDB NA.

## PORTLAND

### Portland Intl Jetport

**FDC 7/6875** /PWM/ FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS RWY 29 ORIG...S-ILS 29: DH 399/HAT 342, VIS RVR 4000 ALL CATS. NOTE: FOR INOP MALSR INCREASE S-ILS 29 CAT D VIS TO RVR 6000. TEMP CRANE 220 FT MSL 5500 FT EAST OF RWY 29.

**FDC 7/2989** /PWM/ FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS RWY 11 AMDT 20...ILS RWY 29 ORIG...NDB OR GPS RWY 11 AMDT 15...GPS RWY 18 ORIG...GPS RWY 36 ORIG...CATS A/B/C CIRCLING MDA 680/HAA 606. VIS CAT C 1 3/4. TEMP CRANE 361 MSL 1.2 NM E OF RWY 29.

## PRINCETON

### Princeton Muni

**FDC 5/6012** /PNN/ FI/T PRINCETON MUNI, PRINCETON, ME. VOR OR GPS RWY 15 AMDT 10...VOR PORTION NA.

## ROCKLAND

### Knox County Regional ILS/DME Ry 13

(I-RMZ)DME RY 13 TO BE CMSND EFF 04 DEC 97. DME CHANNEL 054X.(10/97)

## SANFORD

### Sanford Muni

**FDC 3/6827** /SFM/ FI/T SANFORD MUNI, SANFORD, ME. VOR RWY 25 AMDT 13A...CIRCLING MDA/HAA CATS A, B, AND C 740/496; CAT D 860/616.

## MARYLAND

## BALTIMORE

### Martin State

**FDC 6/2085** /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. VOR/DME OR TACAN-1 RWY 15 AMDT 4A...S-15 AND CIRCLING MDA/HAT /HAA/ ALL CATS 960/936 /938/, VIS CATS A, B 1 1/4, CAT C 2 3/4, CAT D 3. ALTN MINS CATS A, B 1000-2, CAT C 1000-2 3/4, CAT D 1000-3. CHANGE NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED, USE BALTIMORE-WASHINGTON INTL ALSTG AND INCREASE ALL MDAS 60 FT. OTT VORTAC R-039 UNUSABLE TO IDENTIFY BOAST INT.

**FDC 6/2065** /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. HI-TACAN-1 RWY 15, AMDT 4A...S-15 AND CIRCLING MDA/HAT /HAA/ ALL CATS 960/936 /938/, VIS CAT C 2 3/4, CAT D,E 3. OTT VORTAC R-039 UNUSABLE TO IDENTIFY BOAST INT. CHANGE NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED, USE BALTIMORE-WASHINGTON INTL ALSTG AND INCREASE ALL MDAS 60 FT. CAT E CIRCLING NE OF RWY 15-33 NOT AUTHORIZED.

## COLLEGE PARK

### College Park

**FDC 6/9440** /CGS/ FI/T COLLEGE PARK, COLLEGE PARK, MD. VOR/DME RNAV OR GPS RWY 15 AMDT

1A...S-15 AND CIRCLING MDA 900/HAT/HAA 850 ALL CATS. VIS CAT B 1 1/4 MILE.

## SALISBURY

### Salisbury-Wicomico County Regional

**FDC 6/6920** /SBY/ FI/T SALISBURY-WICOMICO COUNTY REGIONAL, SALISBURY, MD. ILS RWY 32 AMDT 5A...COLBE INT: DEFINED BY SBY LOC SE COURSE, SNOW HILL /SWL/ VORTAC R-020 AND SBY VORTAC R-136/6.37 DME.

**FDC 3/2092** /SBY/ FI/T SALISBURY-WICOMICO COUNTY REGIONAL, SALISBURY, MD. VOR RWY 14 AMDT 1A...PROC NA.

## MASSACHUSETTS

## BEVERLY

### Beverly Muni

**FDC 6/2798** /BVY/ FI/T BEVERLY MUNI, BEVERLY, MA. LOC RWY 16 AMDT 5...NDB OR GPS-A AMDT 12...CIRCLING MDA/HAA CATS A-C 680/572; BOSTON ALSTG MNMS CIRCLING MDA/HAA CATS A-C 740/632. VSBY CAT C 1 3/4. TEMP CRANE 380 MSL 5860 FT SE OF RWY 16.

**FDC 6/2797** /BVY/ FI/T BEVERLY MUNI, BEVERLY, MA. TAKE-OFF MNMS AMDT 1...TKOF MNMS RWY 16 300-2. TEMP CRANE 380 MSL 5860 FT SE OF RWY 16.

## BOSTON

### General Edward Lawrence Logan Intl

**FDC 7/3431** /BOS/ FI/T GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27 AMDT 2...S-27 MDA 540/HAT 523 ALL CATS, CATS A,B RVR 5000, CAT C VIS 1 1/2, CAT D VIS 1 3/4. VDP 1.63 DME, VDP DISTANCE TO THR 1.52 NM. VOR/DME RWY 33L AMDT 2A...S-33L MDA 540/HAT 523 ALL CATS, CATS A/B RVR 2400 CAT C RBR 5000, CAT D 6000. VDP 1.52 DME, VDP DISTANCE TO THR 1.46 NM. TEMP CRANE 284 MSL 1.5 NM AND 285 MSL 1.6 NM SE OF RWY 27.

## LAWRENCE

### Lawrence Muni

**FDC 6/1162** /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...GRAPS INT MNMS: S-LOC MDA 580/HAT 436, VSBY CAT C 1-1/4, CAT D 1-1/2.

## NEW BEDFORD

### New Bedford Regional

**FDC 5/5841** /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. LOC BC RWY 23, AMDT 10A...CHANGE FAF ALTITUDE TO 1900; ADD NOTE: WHEN PROVIDENCE APPROACH CONTROL NOT OPERATIONAL, PROC NA.

**FDC 5/5411** /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. ILS RWY 5 AMDT 24A...INCREASE S-ILS DH/HAT TO 322/250, VSBY CATS A-D TO RVR 4000 AND INOP TABLE DOES NOT APPLY. S-LOC VSBY CATS A AND B TO RVR 4000 AND FOR INOP MALSR INCREASE S-LOC CATS A AND B VSBY TO 1 MILE. PROVIDENCE ALSTG MNM,S, INCREASE S-ILS DH/HAT TO 403/331, VSBY CATS A-C TO RVR 4000 AND FOR INOP MALSR INCREASE VSBY CATS A-D TO 1 1/4; S-OC VSBY CATS A AND B TO RVR 4000 AND FOR INOP MALSR INCREASE S-LOC CATS A AND B VSBY TO 1 MILE; INCREASE CIRCLING CATS A AND B VSBY TO 1 1/4.

## **PALMER**

### **Metropolitan**

**FDC 6/1341** /PMX/ FI/T METROPOLITAN, PALMER, MA. NDB OR GPS RWY 4 ORIG...NDB PORTION NA.

## **PLYMOUTH**

### **Plymouth Muni**

**FDC 7/6885** /PYM/ FI/T PLYMOUTH MUNI, PLYMOUTH, MA. GPS RWY 6 AMDT 1...PROC NA.

## **PROVINCETOWN**

### **Provincetown Muni**

**FDC 6/8514** /PVC/ FI/T PROVINCETOWN MUNI, PROVINCETOWN, MA. ILS RWY 7 AMDT 7...TRML ROUTE FROM DRUNK TO WOMEK NA. DME AND RADAR REQUIRED.

## **STOW**

### **Minuteman Airfield**

**FDC 5/1006** /6B6/ FI/T MINUTEMAN AIRFIELD, STOW, MA. TKOF MINS: CHG TO READ...RWY 3 - 300-1, RWY 21 1800-3 OR 300-1 WITH A MIN CLIMB OF 350 FT PER NM TO 1700, RWY 12-30 NA. ADD THE FOLLOWING DEP RTE: RWY 3 - CLIMB RWY HDG TO 1000 BEFORE PROCEEDING ON CRS.

## **WESTFIELD**

### **Barnes Muni**

**FDC 7/1556** /BAF/ FI/T BARNES MUNI, WESTFIELD, MA. HI-TACAN OR ILS RWY 20...CATS C AND D CIRCLING MDA 1120/HAA 849.

# **MICHIGAN**

## **AVOVA**

### **Razor**

RY 27 THLD DSPLCD 620 FT.(10/97)

## **BATTLE CREEK**

### **W. K. Kellogg**

**FDC 7/7285** /BTL/ FI/T W. K. KELLOGG, BATTLE CREEK, MI. HI-TACAN RWY 23, AMDT 6...REIMN INT, CHANGE LFD R-293 TO LFD R-298.

**FDC 7/7282** /BTL/ FI/T W. K. KELLOGG, BATTLE CREEK, MI. ILS RWY 23, AMDT 17B...VOR OR TACAN OR GPS RWY 23, AMDT 17...NDB RWY 23, AMDT 17...BATOL INT, CHANGE LFD R-315 TO LFD R-319, REIMN INT, CHANGE LFD R-294 TO LFD R-298.

## **DAVISON**

### **Athelone Williams Memorial**

**FDC 5/3926** /6G0/ FI/T ATHELONE WILLIAMS MEMORIAL, DAVISON, MI. VOR OR GPS RWY 8, AMDT 2...S-8 MDA 1220/HAT 440 ALL CATS; VIS CAT C 1 1/4. CIRCLING MDA 1320/HAA 540 CAT A.

## **DETROIT**

### **Detroit Metropolitan Wayne County**

**FDC 7/6851** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 27R AMDT 10A...MIDDLE MARKER DECOMMISSIONED.

**FDC 7/2854** /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 27L, ORIG-A...TERMINAL ROUTE: KNOIT TO EMMIT 2500. MIN ALTITUDE EMMIT 2500. MIN GS INCPT: 2500. GS ALT AT: EMMIT OM 2408. TCH: 56. CIRCLING MDA 1200/HAA 560 ALL CATS.

## **GAYLORD**

**FDC 7/7261** /GLR/ FI/T OTSEGO COUNTY, GAYLORD, MI. VOR OR GPS RWY 9, ORIG...DME REQUIRED VOR PORTION.

## **GRAND RAPIDS**

### **Kent County Intl ILS Ry 35**

(I-DVS) LOC CMSND FREQ 111.9.(11/97)

### **Kent County Intl**

**FDC 7/7284** /GRR/ FI/T KENT COUNTY INTL, GRAND RAPIDS, MI. VOR RWY 35, ORIG...S-35 CAT VIS A/B 1, CAT C 1 1/4, CAT D 1 1/2, ALSKA INT MINIMUMS VIS CAT A/B/C 1, CAT D 1 1/4. PROCEDURE NA AT NIGHT. VOR RWY 17, ORIG-A...PROC NA AT NIGHT.

**FDC 7/7243** /GRR/ FI/P KENT COUNTY INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG...MISSED APPROACH: CLIMB TO 3000 DIRECT GRR VOR/DME AND HOLD. THIS IS VOR RWY 17, ORIG-A.

**FDC 7/6972** /GRR/ FI/P KENT COUNTY INTL, GRAND RAPIDS, MI. RADAR-1, AMDT 10...S-26R MDA 1160/HAT 373 ALL CATS. THIS IS RADAR-1, AMDT 10A.

## **HOUGHTON LAKE**

### **Roscommon County**

**FDC 7/3502** /HTL/ FI/T ROSCOMMON COUNTY, HOUGHTON LAKE, MI. VOR OR GPS RWY 9, AMDT 2...S-9 MDA 1900/HAT 750 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4, CAT D 2-1/2. CIRCLING MDA 1900/HAA 750 ALL CATS, VIS CAT B 1-1/4, CAT C 2-1/4, CAT D 2-1/2. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TRAVERSE CITY ALTIMETER SETTING AND INCREASE ALL MDA'S 180 FT AND ALL VISIBILITIES 1/2 MILE. CHANGE PROFILE NOTE TO READ: \*2080 WHEN USING TRAVERSE CITY ALTIMETER SETTING.

**FDC 7/3449** /HTL/ FI/T ROSCOMMON COUNTY, HOUGHTON LAKE, MI. VOR OR GPS RWY 27, AMDT 1...CHANGE NOTE TO READ: USE HOUGHTON LAKE ALTIMETER SETTING: WHEN NOT AVAILABLE, USE TRAVERSE CITY ALTIMETER SETTING AND INCREASE ALL MDA'S 180 FEET AND ALL VISIBILITIES 1/2 MILE. CHANGE PROFILE NOTE TO READ: \*1960 WHEN USING TRAVERSE CITY ALTIMETER SETTING.

## **JACKSON**

### **Jackson County-Reynolds Field**

**FDC 7/7281** /JXN/ FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 32, AMDT 17...DILAN INT, CHANGE LFD R-066 TO LFD R-070.

## **MARINE CITY**

### **Marine City**

RY 04/22 NOW 3100 FT BY 40 FT.(11/97)

## **NORTHPORT**

### **Woolsey Memorial**

RY 16 THLD DSPLCD 800 FT; RY 34 THLD DSPLCD 269 FT.(10/97)



## STURGIS

### Kirsch Muni

**FDC 7/5203** /IRS/ FI/T KIRSCH MUNI, STURGIS, MI. NDB RWY 24 AMDT 10B...TERMINAL ROUTE (IAF) GEEBE INT - DME OR RADAR REQUIRED. GPS RWY 18 ORIG..TERMINAL ROUTE GEEBE INT - DME OR RADAR REQUIRED.

## TROY

### Oakland/Troy

**FDC 7/5057** /7D2/ FI/T OAKLAND/TROY, TROY, MI. GPS RWY 9, ORIG...PROC NA.

## WIXOM

### Spencer Field

■ ARPT CLSD PERMLY.(11/97)

## MINNESOTA

## CROOKSTON

### Crookston Muni-Kirkwood Field

**FDC 7/7235** /CKN/ FI/T CROOKSTON MUNI-KIRKWOOD FIELD, CROOKSTON, MN. VOR OR GPS RWY 31, AMDT 4A...GPS PORTION NA.

## GRAND RAPIDS

### Itasca County-Gordon Newstrom Field

**FDC 6/9525** /GPZ/ FI/T ITASCA COUNTY- GORDON NEWSTROM FIELD, GRAND RAPIDS, MN. VOR/DME OR GPS RWY 16 ORIG...VOR/DME PORTION NA.

## MAPLE LAKE

### Maple Lake Muni

**FDC 7/6357** /Y33/ FI/T MAPLE LAKE MUNI, MAPLE LAKE, MN. VOR-A, AMDT 2B...LOCAL ALSTG MNMS NA.

## MINNEAPOLIS

### Crystal

**FDC 7/6865** /MIC/ CRYSTAL, MINNEAPOLIS, MN. VOR OR GPS-A, AMDT 9B...DELETE: MINNEAPOLIS ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE MINNEAPOLIS ALTIMETER SETTING. ALTERNATE MNMS STANDARD. ADD: CHART ASOS. THIS IS VOR OR GPS-A, AMDT 9C.

**FDC 7/6864** /MIC/ CRYSTAL, MINNEAPOLIS, MN. GPS RWY 13L, ORIG...DELETE: MINNEAPOLIS ALTIMETER SETTING MNMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE MINNEAPOLIS ALTIMETER SETTING. ADD: CHART ASOS. THIS IS GPS RWY 13L, AMDT ORIG-A.

### Flying Cloud

**FDC 7/6863** /FCM/ FI/P FLYING CLOUD, MINNEAPOLIS, MN. ILS RWY 9R, AMDT 1A...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE MINNEAPOLIS ST. PAUL INTL ALTIMETER SETTING AND INCREASE ALL DH/MDA'S 40 FEET, AND INCREASE CAT C S-LOC 9R DME VIS TO 3/4 MILE. DELETE PROFILE NOTE: ASTERISK 1380 WHEN USING MINNEAPOLIS ALTIMETER SETTING. ALTERNATE MNMS STANDARD. ADD: CHART ASOS. THIS IS ILS RWY 9R, AMDT 1B.

**FDC 7/6861** /FCM/ FI/P FLYING CLOUD, MINNEAPOLIS, MN. VOR OR GPS RWY 9R, AMDT 7A...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE MINNEAPOLIS ST. PAUL INTL ALTIMETER SETTING AND INCREASE ALL MDA'S 40 FEET AND INCREASE CAT C S-9R DME VIS TO 3/4 MILE. DELETE PROFILE NOTE: ASTERISK 1400 WHEN USING MINNEAPOLIS ALTIMETER SETTING. ALTERNATE MNMS STANDARD. ADD: CHART ASOS. THIS IS VOR OR GPS RWY 9R, AMDT 7B.

**FDC 7/6860** /FCM/ FI/P FLYING CLOUD, MINNEAPOLIS, MN. VOR OR GPS RWY 36, AMDT 11A...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE MINNEAPOLIS ST. PAUL INTL ALTIMETER SETTING AND INCREASE ALL MDA'S 40 FEET. DELETE PROFILE NOTE: ASTERISK 1460 WHEN USING MINNEAPOLIS ALTIMETER SETTING. ALTERNATE MNMS STANDARD. ADD: CHART ASOS. THIS IS VOR OR GPS RWY 36, AMDT 11B.

### Minneapolis-St Paul Intl (Wold-Chamberlain)

**FDC 7/6016** /MSP/ FI/T MINNEAPOLIS-ST PAUL INTL (WOLD-CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12L AMDT 4...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 4000 THEN LEFT TURN DIRECT GOPHER VORTAC AND HOLD. RADAR REQUIRED.

## MOOSE LAKE

### Moose Lake Carlton County

**FDC 7/6615** /MZH/ FI/T MOOSE LAKE CARLTON COUNTY, MOOSE LAKE, MN. NDB OR GPS RWY 4 ORIG-B...ADD: ALTERNATE MINIMUMS STANDARD. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLOQUET ALTIMETER SETTING AND INCREASE ALL MDA'S 80 FT.

## MORRIS

### Morris Muni

**FDC 7/6857** /MOX/ FI/P MORRIS MUNI, MORRIS, MN. VOR OR GPS RWY 32, AMDT 4A...CHANGE DME MNMS...S-32: MDA 1500/HAT 370, ALL CATS. THIS IS VOR OR GPS RWY 32, AMDT 4B.

## NEW ULM

### New Ulm Muni

AWOS-3 FREQ 118.325 CMSND.(10/97)

## OWATONNA

### Owatonna Muni

RY 12/30 NOW 5200 FT BY 50 FT CONC.(10/97)

**FDC 7/4962** /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR OR GPS RWY 12, AMDT 9...S-12 MINIMUMS NA.

**FDC 7/4952** /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR/DME RWY 30, AMDT 3...S-30 MINIMUMS NA.

## ST. PAUL

### St. Paul Downtown Holman Field

**FDC 7/6597** /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32 AMDT 3C...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 1200, THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 040 THEN DIRECT GOPHER (GEP) VORTAC AND HOLD.

# MISSISSIPPI

## BROOKHAVEN

### Brookhaven-Lincoln County

**FDC 6/7890** /1R7/ F/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME OR GPS-A, AMDT 8...MDA: 1260/HAA 771 ALL CATS. VIS: CAT B 1 1/4, CAT C 2 1/4. CHANGE ALTIMETER NOTE TO READ: USE MCCOMB ALTIMETER SETTING. WHEN NOT RECEIVED, USE HATTIESBURG-LAUREL REGIONAL ALTIMETER SETTING AND INCREASE ALL MDAS 80 FT.

**FDC 5/3170** /1R7/ F/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. NDB OR GPS RWY 22, AMDT 3...CHANGE ALTM NOTE TO READ: USE MCCOMB ALSTG; WHEN NOT RECEIVED, USE HATTIESBURG-LAUREL REGIONAL ALSTG AND INCREASE ALL MDAS 60 FEET AND VIS S-22 CAT C 1/4 MILE, CIRCLING CAT C 1/4 MILE.

## CLARKSDALE

### Clarksdale/Fletcher Field

**FDC 7/7231** /CKM/ F/P CLARKSDALE/FLETCHER FIELD, CLARKSDALE, MS. PS RWY 18, ORIG...DELETE TERMINAL ROUTE RAMSY INT TO LARYE WP. ADD FEEDER ROUTE UJM VOR/DME TO LARYE WP: 141.09 DEGREES, 13.81 NM, MINIMUM ALTITUDE 1800. THIS IS GPS RWY 18, ORIG-A.

## COLUMBIA

### Columbia-Marion County

**FDC 5/3059** /ORO/ F/T COLUMBIA-MARION COUNTY, COLUMBIA, MS. VOR/DME OR GPS RWY 23, AMDT 4...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

## COLUMBUS

### Golden Triangle Regional

**FDC 7/2184** /GTR/ F/T GOLDEN TRIANGLE REGIONAL, COLUMBUS, MS. ILS RWY 18, AMDT 6...TRANSITION ROUTE FROM BIBGEE VORTAC /IGB/ TO MOOED INT/OM NOT AUTHORIZED. DME OR RADAR REQUIRED.

**FDC 7/2183** /GTR/ F/T GOLDEN TRIANGLE REGIONAL, COLUMBUS, MS. LOC/DME BC RWY 36, AMDT 6A...PROC NA.

## GREENVILLE

### Mid Delta Regional

**FDC 7/6401** /GLH/ F/T MID DELTA REGIONAL, GREENVILLE, MS. LOC BC RWY 36R, AMDT 8A...PROC NA.

**FDC 7/5577** /GLH/ F/T MID DELTA REGIONAL, GREENVILLE, MS. TAKEOFF MINIMUMS...RWY 8, 18L, 18R, 36L, 36R STANDARD. RWY 27 - 64 AGL TREE, 812 FT FROM DEP END OF RWY, 392 FT LEFT OF CENTERLINE. 91 AGE TREE, 2027 FT FROM DEP END OF RWY, 460 FT RIGHT OF CNTRLN. IFR DEP PROC RWY 18L AND 18R - CLIMB RWY HEADING TO 800 BEFORE TURNING.

## GREENWOOD

### Greenwood-LeFlore

**FDC 7/7314** /GWO/ F/P GREENWOOD-LEFLORE, GREENWOOD, MS. VOR OR GPS RWY 5 AMDT 10...DELETE CAT D LANDING MNMS. DME MNMS: CIRCLING MDA 760/HAA 598 CAT A. THIS IS VOR OR GPS RWY 5 AMDT 10A.

**FDC 7/7313** /GWO/ F/P GREENWOOD-LEFLORE, GREENWOOD, MS. ILS RWY 18 AMDT 5...DELETE CAT D LANDING MNMS. S-ILS 18 VIS 3/4 ALL CATS. S-LOC 18 VIS 3/4 CATS A/B/C. CIRCLING MDA 760/HAA 598 CAT A. NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 18. NOTE: FOR INOP MALSR, INCREASE S-LOC 18 CATS A/B/C VIS TO 1 MILE. THIS IS ILS RWY 18 AMDT 5A.

**FDC 7/7076** /GWO/ F/P GREENWOOD-LEFLORE, GREENWOOD, MS. RNAV OR GPS RWY 36, AMDT 3...DELETE CATEGORY D LANDING MINIMUMS. CIRCLING HAA 598 CAT A/B. CAT C HAA 618. THIS IS RNAV OR GPS RWY 36, AMDT 3A.

**FDC 7/7074** /GWO/ F/P GREENWOOD-LEFLORE, GREENWOOD, MS. RNAV RWY 18, AMDT 6...DELETE CATEGORY D LANDING MINIMUMS. S-18 VIS 3/4 CAT A/B. CIRCLING HAA 598 CAT A/B. CAT C HAA 618. NOTE: FOR INOPERATIVE MALSR, INCREASE S-18 CAT A/B VISIBILITY TO 1. THIS IS RNAV RWY 18, AMDT 6A.

**FDC 7/7071** /GWO/ F/P GREENWOOD-LEFLORE, GREENWOOD, MS. NDB OR GPS RWY 18, AMDT 1...DELETE CATEGORY D LANDING MINIMUMS. CIRCLING MDA 760/HAA 598 CAT A/B. CAT C MDA 780/HAA 618. THIS IS NDB OR GPS RWY 18, AMDT 1A.

## HATTIESBURG

### Bobby L. Chain Muni

**FDC 5/3058** /HBG/ F/T BOBBY L. CHAIN MUNI, HATTIESBURG, MS. VOR RWY 13, AMDT 10...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

## HATTIESBURG-LAUREL

### Hattiesburg-Laurel Regional

**FDC 2/1001** /PIB/ F/T HATTIESBURG-LAUREL REGIONAL, HATTIESBURG-LAUREL, MS. VOR RWY 36 AMDT 4...MIN ALT LBY VORTAC 1300. STRAIGHT-IN MINS NA.

## INDIANOLA

### Indianola Muni

**FDC 7/6569** /IDL/ F/T INDIANOLA MUNI, INDIANOLA, MS. NDB OR GPS RWY 35 AMDT 4...S-35 MDA 700/HAT 579 ALL CATS. CIRCLING CATS A/B/C MDA 700/HAA 574. GREENWOOD FSS ALSTG MNMS 2035 MDA 780/HAT 659 ALL CATS. VIS CAT C 1 3/4. CAT D 2. VIRCLING MDA 780/HAA 654 CATS A/B/C. VIS CAT C 1 3/4.

## JACKSON

### Jackson Intl

**FDC 7/5634** /JAN/ F/T JACKSON INTL, JACKSON, MS. NDB OR GPS RWY 16L, AMDT 4A...S-16L MDA 820/HAT 509 ALL CATS. VIS CAT C RVR 5000. CONTROL TOWER CLOSED MINIMUMS: S-16L MDA 820/HAT 509 ALL CATS. VIS CAT C 1 1/2.

**FDC 7/2332** /JAN/ F/P JACKSON INTL, JACKSON, MS. RADAR 1 AMDT 11...CHANGE ALL REFERENCES TO RWY 15R, 15L, 33R, AND 33L TO 16L, 16R, 34R, 34L. THIS IS RADAR 1 AMDT 11A.

## KOSCIUSKO

### Kosciusko-Attala County

RY 14/32 NOW 3800 FT BY 75 FT. (08/97)

## LAUREL

### Hesler-Noble Field

AWOS-3 PHONE NOW 601-425-9792.(11/97)

**FDC 3/6577** /LUL/ FI/T HESLER-NOBLE FIELD, LAUREL, MS. VOR/DME-A AMDT 2...CHANGE NOTE TO READ: USE LAUREL/HATTIESBURG-LAUREL REGIONAL ALSTG...NDB RWY 13 AMDT 6...CHANGE NOTE TO READ: USE LAUREL/HATTIESBURG-LAUREL REGIONAL ALSTG.

## MERIDIAN

### Key Field

**FDC 7/3192** /MEI/ KEY FIELD, MERIDIAN, MS. RADAR-1, ORIG...ASR RWY 1, MDA 900/HAT 611, ALL CATS VIS CAT C RVR 6000, CAT D 1 1/2, CAT E 1 3/4. ASR RWY 19, MDA 820/HAT 527 ALL CATS, VIS CAT D 1 3/4. CIRCLING MDA 900/HAA 603 CATS A/B/C, VIS CAT C 1 3/4. CIRCLING NOT AUTHORIZED EAST OF RWY 1-19.

## OXFORD

### University-Oxford

**FDC 7/1196** /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. RNAV OR GPS RWY 27, AMDT 2...MDA 960/HAT 508 ALL CATS. VIS CAT C 1 1/2. CIRCLING CATS A/B MDA 1000/HAA 548, CATS C/D MDA 1060/HAA 608. VIS CAT C 1 3/4. RNAV OR GPS RWY 9, AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 548, CAT C/D MDA 1060/HAA 608. VIS CAT C 1 3/4. LOC RWY 9, AMDT 2...CIRCLING CATS C/D MDA 1060/HAA 608. VIS CAT C 1 3/4. VOR/DME OR GPS-A, AMDT 4...CIRCLING CATS C/D MDA 1060/HAA 608. VIS CAT C 1 3/4. TEMP CRANE 691 MSL 2914 FT ESE OF RWY 27.

## PASCAGOULA

### Trent Lott Intl

**FDC 7/6830** /PQL/ FI/P TRENT LOTT INTL, PASCAGOULA, MS. VOR OR GPS-A, ORIG...DELETE: MOBILE ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, IF NOT RECEIVED USE MOBILE ALTIMETER SETTING. ALTERNATE MINIMUMS: CATS A/B/C STANDARD, CAT D 800-2 1/4. THIS IS VOR OR GPS-A, ORIG-A.

**FDC 7/6829** /PQL/ FI/P TRENT LOTT INTL, PASCAGOULA, MS. GPS RWY 17, ORIG...DELETE MOBILE, AL. ALTIMETER MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT RECEIVED USE MOBILE ALTIMETER SETTING. THIS IS GPS RWY 17, ORIG-A.

**FDC 7/6828** /PQL/ FI/P TRENT LOTT INTL, PASCAGOULA, MS. ILS RWY 17, ORIG-A...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT RECEIVED USE MOBILE ALTIMETER SETTING. MOBILE ALTIMETER SETTING MINIMUMS FOR INOPERATIVE MALSR, INCREASE S-ILS RWY 17 VISIBILITY TO 1 ALL CATS. DELETE: MOBILE ALTIMETER SETTING MINIMUMS. THIS IS ILS RWY 17, ORIG-B.

## PRENTISS

### Prentiss-Jefferson Davis County

**FDC 5/3060** /MS04/ FI/T PRENTISS-JEFFERSON DAVIS COUNTY, PRENTISS, MS. NDB OR GPS RWY 30, ORIG...CHANGE ALTM NOTE READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

# MISSOURI

## AVA

### Ava, Bill Martin Memorial

**FDC 7/4738** /AOV/ FI/T AVA, BILL MARTIN MEMORIAL, AVA, MO. VOR OR GPS-A, AMDT 1...CIRCLING MDA/HAA 2420/1109 ALL CATS. DME MNMS CIRCLING MDA/HAA 1980/669 ALL CATS VSBY 1 3/4 CAT C. LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE SPRINGFIELD ALSTG. NDB RWY 31, ORIG...S-31 MDA/HAT 2140/829 ALL CATS VSBY 1 1/4 CAT B, 2 1/4 CAT C. CIRCLING MDA/HAA 2420/829 ALL CATS VSBY 1 1/4 CAT B, 2 1/4 CAT C. LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE SPRINGFIELD ALSTG. RNAV OR GPS RWY 31, AMDT 1...S-31 MDA/HAT 1940/629 ALL CATS VSBY 1 1/2 CAT C. CIRCLING MDA/HAA 1980/669 ALL CATS VSBY 1 3/4 CAT C, LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE SPRINGFIELD ALSTG.

## CAMERON

### Cameron Memorial

**FDC 7/4420** /EZZ/ FI/T CAMERON MEMORIAL, CAMERON, MO. NDB OR GPS RWY 35, ORIG...PROCEDURE NA AT NIGHT.

## CAPE GIRARDEAU

### Cape Girardeau Regional

**FDC 6/7629** /CGI/ FI/T CAPE GIRARDEAU REGIONAL, CAPE GIRARDEAU, MO. LOC/DME BC RWY 28, AMDT 6...PROC NA.

## CHILLCOTHE

### Chilllicothe Muni

**FDC 7/7318** /CHT/ FI/T CHILLICOTHE MUNI, CHILLICOTHE, MO. NDB OR GPS RWY 14, AMDT 7...GPS RWY 32, ORIG...PROC NA AT NIGHT.

## CUBA

### Cuba Muni

ARPT CLSD INDEF. (11/97)

## FESTUS

### Festus Memorial

**FDC 7/4324** /FES/ FI/T FESTUS MEMORIAL, FESTUS, MO. NDB OR GPS RWY 36, AMDT 2A...PROC NA AT NIGHT.

## FORT LEONARD WOOD

### Forney AAF

**FDC 7/5601** /TBN/ FI/T FORNEY AAF, FORT LEONARD WOOD, MO. NDB RWY 32, ORIG...S-32 MDA 1640/HAT 487 ALL CATS, VIS CAT D 1 1/2. CIRCLING MDA 1660/HAA 501, CATS A AND B. LOC RWY 14, AMDT 1...CIRCLING MDA 1660/HAA 501, CATS A AND B. VOR OR GPS RWY 14, ORIG...S-14 MDA 1620/HAT 462 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1660/HAA 501 CATS A AND B. VOR OR GPS RWY 32, ORIG...S-32 MDA 1620/HAT 467 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1660/HAA 501 CATS A AND B. TEMPORARY CRANES 1360 MSL 5489 FT NM RWY 32, TEMPORARY CRANES 1.25 NM E RWY 32.

## FREDERICKTOWN

### Fredericktown Regional

**FDC 7/4668** /H88/ FI/T FREDERICKTOWN REGIONAL, FREDERICKTOWN, MO. VOR/DME OR GPS RWY 1,

AMDT 2...VOR OR GPS RWY 19, ORIG...LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE CAPE GIRARDEAU ALSTG MNMS.

## GRAIN VALLEY

### East Kansas City

**FDC 7/2958** /3GV/ F/I/T EAST KANSAS CITY, GRAIN VALLEY, MO. VOR/DME RNAV OR GPS RWY 27, AMDT 1...CIRCLING MDA 1440/HAA 605 CAT A AND B. VOR OR GPS RWY 23, AMDT 2...CIRCLING MDA 1440/HAA 605 CAT A AND B.

## JEFFERSON CITY

### Jefferson City Memorial

**FDC 7/6031** /JEF/ F/I/T JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC BC RWY 12, AMDT 6A...NOPT ROUTE GIBSN TO ONH LOM, USE ONH BRG 120 AND I-JEF BC TO ONH LOM. CHANGE MISSED APPROACH TO READ: CLIMB TO 2500 DIRECT JE LOM AND HOLD. HOLD SE, RT, 300 INBOUND. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE COLUMBIA ALTIMETER SETTING. DELETE COLUMBIA REGIONAL ALTIMETER SETTING MINIMUMS.

## HARRISONVILLE

### Lawrence Smith Memorial

**FDC 7/6747** /MO85/ F/I/T LAWRENCE SMITH MEMORIAL, HARRISONVILLE, MO. VOR/DME RWY 35, ORIG...GPS RWY 35, ORIG...PROC NA AT NIGHT.

## KANSAS CITY

### Kansas City Downtown

**FDC 7/2970** /MKC/ F/I/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20C...CHG MISSED APPROACH TO READ: CLIMB TO 3000 VIA RIS VOR/DME, THEN VIS RIS R-230 AND ANX VORTAC R-260 TO DESOT INT AND HOLD SW, LT, 043 INBOUND.

## LEE'S SUMMIT

### Lee's Summit Muni

**FDC 7/3918** /K84/ F/I/T LEE'S SUMMIT MUNI, LEE'S SUMMIT, MO. VOR OR GPS-B AMDT 3...CIRCLING MDA 1580/HAA 576 CAT A/B. GPS RWY 29 ORIG...CIRCLING MDA 1500/HAA 496 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1580/HAA 576 CAT A. (TEMPORARY CRANE 1145 MSL 380 FEET SW RWY 11.)

## MEMPHIS

### Memphis Memorial

■ RY 12/30 NOW 3300 FT BY 60 FT.(10/97)

## MOSBY

## MOBERLY

### Omar N Bradley

■ RY 05 THLD NOW DSPLCD 239 FT.(11/97)

### Clay County Regional

**FDC 7/4731** /GPH/ F/I/T CLAY COUNTY REGIONAL, MOSBY, MO. NDB RWY 18, ORIG...S-18 MDA/HAT 1620/846 CAT A AND B. CIRCLING MDA/HAA 1620/846 CAT A AND B. IRHEF FIX MINIMUMS: S-18 MDA/HAT 1380/636 CAT A AND B. CIRCLING MDA/HAA 1380/636

CAT A AND B. LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE KANSAS CITY INTL ALSTG. GPS RWY 18, ORIG-A...LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE KANSAS CITY INTL ALSTG. GPS RWY 36, ORIG...LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE KANSAS CITY INTL ALSTG.

**FDC 7/1463** /GPH/ F/I/P CLAY COUNTY REGIONAL, MOSBY, MO. GPS RWY 18, ORIG...DLT NOTE: PROC NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 18, ORIG-A.

## NEOSHO

### Neosho Memorial

**FDC 7/4736** /EOS/ F/I/T NEOSHO MEMORIAL, NEOSHO, MO. VOR OR GPS-A, AMDT 6...MDA/HAA 1820/566 CAT A THRU C, 1900/646 CAT D. CHANGE NOTE TO READ: USE JOPLIN ALSTG. LOCAL ALSTG MNMS NA. RNAV OR GPS RWY 19, AMDT 3...S-19 MDA/HAT 1720/474 ALL CATS: VSBY CAT C 1 1/4, CAT D 1 1/2. CHANGE NOTE TO READ: USE JOPLIN ALSTG. LOCAL ALSTG MNMS NA. CIRCLING MDA/HAA 1820/566 CAT A THRU C, 1900/646 CAT D. CHANGE NOTE TO READ: USE JOPLIN ALSTG. LOCAL ALSTG MNMS NA.

## PERRYVILLE

### Perryville Muni

**FDC 7/4669** /K02/ F/I/T PERRYVILLE MUNI, PERRYVILLE, MO. VOR/DME OR GPS-A, AMDT 4...VOR/DME RNAV OR GPS RWY 20, AMDT 2A...LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE CAPE GIRARDEAU ALSTG MNMS.

## SIKESTON

### Sikeston Memorial Muni

**FDC 7/4670** /SIK/ F/I/T SIKESTON MEMORIAL MUNI, SIKESTON, MO. VOR/DME OR GPS RWY 2, AMDT 1...VOR RWY 20, AMDT 3A...NDB RWY 20, AMDT 8...GPS RWY 20, ORIG...LOCAL ALSTG MNMS NA. CHANGE NOTE TO READ: USE CAPE GIRARDEAU ALSTG MNMS.

## ST CHARLES

### St Charles County Smartt

**FDC 7/5976** /3SZ/ F/I/T ST CHARLES COUNTY SMARTT, ST CHARLES, MO. VOR RWY 18 ORIG...GPS RWY 18 ORIG...PROC NA AT NIGHT.

## ST LOUIS

### Lambert-St Louis Intl

### Lambert St Louis Intl ILS/DME RY 06

(I-JAK) EFFECTIVE 04 DEC 1997 ILS/DME RY 06 CMSND. LOC FREQ 110.3.(11/97)

**FDC 7/7195** /STL/ F/I/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 12L, AMDT 3A...S-LOC 12L MDA 1040/HAT 499 ALL CATS. VIS CAT D RVR 5000, CAT E RVR 6000. ILS RWY 12R, AMDT 20B...S-LOC 12R MDA 1040/HAT 499 ALL CATS. VIS CAT D RVR 5000, CAT E RVR 6000. SIDESTEP RWY 12L MDA 1040/HAT 499 ALL CATS. TEMPORARY CRANE 730 MSL 3583 FT N OF RWY 12R.

**FDC 7/6986** /STL/ F/I/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 24, AMDT 44...TROY VORTAC, TOY R-276 UNUSABLE AT ZUMAY LOM. ADD NOTE: LOC UNUSABLE FROM MM INBOUND.

### Spirit of St. Louis

**FDC 7/5610** /SUS/ F/I/T SPRIT OF ST LOUIS, ST LOUIS, MO. VOR RWY 26L AMDT 5...PROC NA.

## TRENTON

### Trenton Muni

**FDC 7/2949** /TRX/ FI/T TRENTON MUNI, TRENTON, MO. NDB OR GPS RWY 18, AMDT 6A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN LEFT TURN DIRECT TRX NDB AND HOLD. NDB OR GPS RWY 36, AMDT 8A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN RIGHT TURN DIRECT TRX NDB AND HOLD.

## MONTANA

## BAKER

### Baker

**FDC 7/4622** /BHK/ FI/T BAKER, BAKER, MT. GPS RWY 31, ORIG...PROC NA AT NIGHT.

## BILLINGS

**FDC 7/4400** /BIL/ FI/T BILLINGS LOGAN INTL, BILLINGS, MT. ILS RWY 10L, AMDT 24...VOR/DME RWY 28R AMDT 13...CIRCLING: CAT A MDA 4160/HAA 511, CAT B AND C MDA 4180/HAA 531. CAT D MDA 4220/HAA 571. VOR OR GPS-A AMDT 1...CIRCLING: CAT D MDA 4220/HAA 571. HI-ILS RWY 10L...HI-VOR/DME OR TACAN RWY 28R...CIRCLING: CAT C MDA 4180/HAA 531, CAT D MDA 4220/HAA 571.

## BUTTE

### Bert Mooney

**FDC 6/2312** /BTM/ FI/T BERT MOONEY, BUTTE, MT. ILS RWY 15, AMDT 4B...TERMINAL ROUTE EVVER INT TO MAGIC INT DISTANCE 11.5 NM. COPPERTOWN /CPN/ VOR/DME TO EVVER INT DME DISTANCE 22.5 NM.

## FORSYTH

### Forsyth/Tillitt Field

**FDC 6/9233** /IS3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. GPS RWY 26, ORIG...PROC NA.

**FDC 6/7913** /IS3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. NDB OR GPS RWY 26 AMDT 2A...GPS PORTION NA.

## GLASGOW

### Wokal Field/Glasgow Intl

**FDC 6/2721** /GGW/ FI/T WOKAL FIELD/GLASGOW INTL, GLASGOW, MT. VOR OR GPS RWY 12, AMDT 3...GPS PORTION NA.

## HAVRE

### Havre City-County

**FDC 7/2791** /HVR-~~FI/T~~ HAVRE CITY-COUNTY, HAVRE, MT. VOR OR GPS RWY 7 AMDT 6...VOR OR GPS RWY 25 AMDT 8A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NOT AUTHORIZED.'

## KALISPELL

### Kalispell/Glacier Park Intl

**FDC 7/2336** /FCA/ FI/T KALISPELL/GLACIER PARK INTL, KALISPELL, MT. ILS RWY 2 AMDT 4...ALTN MNMS NA.

## LIVINGSTON

### Livingston/Mission Field

**FDC 6/7837** /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR OR GPS-A, AMDT 5...CHANGE PROCEDURE TURN RESTRICTION NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN.

**FDC 6/7792** /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR/DME OR GPS-B, AMDT 1...CHANGE MNM ALT FROM LVM VORTAC TO MODOC /IAF/ TO 10400. ADD NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROC TURN.

## SIDNEY

### Sidney-Richland Muni

**FDC 7/1724** /SDY/ FI/T SIDNEY-RICHLAND MUNI, SIDNEY, MT. NDB OR GPS RWY 19, AMDT 3...GPS PORTION NA.

**FDC 7/1723** /SDY/ FI/T SIDNEY-RICHLAND MUNI, SIDNEY, MT. NDB OR GPS RWY 1, AMDT 2...GPS PORTION NA.

## WHITEHALL

### Whitehall VORTAC

(HIA)VOR & DME UNUSBL 105-160 BYD 25 NM BLO 16000 FT; 210-230 BYD 25 NM 14500 FT; 275-330 BYD 25 NM BLO 15500 FT; 355-050 BYD 25 NM BLO 15500 FT.(10/97)

## NEBRASKA

## FREMONT

### Fremont Muni

RY 31 THR NO LONGER DSPLCD.(10/22)

## NEBRASKA CITY

### Nebraska City Muni

**FDC 7/5886** /AFK/ FI/T NEBRASKA CITY MUNI, NEBRASKA CITY, NE. NDB RWY 15, ORIG...S-15 MDA/HAT 2000/839 ALL CATS. CIRCLING MDA/HAA 2000/835 ALL CATS.

## NEVADA

## BATTLE MOUNTAIN

### Battle Mountain

**FDC 7/6349** /BAM/ FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. VOR/DME RWY 3 AMDT 4A...VOR OR GPS-A AMDT 3A...DELETE NOTE: OBTAIN LOCAL ALSTG-CTAF.

## LAS VEGAS

### Mc Carran Intl

**FDC 7/1443** /LAS/ FI/T MC CARRAN INTL, LAS VEGAS, NV. ILS RWY 25R, AMDT 16B. SIDESTEP RWY 25L, VIS CAT C 1 1/2, CAT D/E 2.

**FDC 7/1045** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. GPS RWY 1R, ORIG...CIRCLING MDA 2980, HAA 801, ALL CATS.

**FDC 7/1044** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR/DME RWY 1R, ORIG-A. S-1R MDA 2960/HAT 791 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 2980/HAA 801 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

**FDC 6/1584** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16...ILS RWY 25L AMDT 2...CIRCLING MDA 2980, HAA 801 ALL CATS. CAT E CIRCLING NA NW OF RWYS 7L AND 19R. REASON: TEMP CRANE 2680 FT MSL 5905 FT WEST OF RWY 19L. CRANE COORDINATES - 360603.80N/1151023.90W.

**FDC 6/1582** /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R ORIG...CIRCLING MDA 2980/HAA 801 ALL CATS. VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. REASON: TEMP CRANE 2680 FT MSL 5905 FT WEST OF RWY 19L. CRAN COORDINATES - 360603.80N/1151023.90W.

## MESQUITE

### Mesquite

**FDC 7/6237** /67L/ FI/T MESQUITE, MESQUITE, NV. VOR/DME OR GPS-A ORIG...PROC NA.

## RENO

### Reno/Stead

**FDC 7/7227** /4SD/ FI/T RENO/STEAD, RENO, NV. DEP PROC/TKOF MNMS AMDT 2...IFR DEP PROC: RWY 8 AND RWY 32 - CLIMBING RIGHT TURN HEADING 100, RWY 26 CLIMBING RIGHT TURN HEADING 050, AND FMG VORTAC R-314 TO FMG VORTAC. RWY 14 TURN LEFT CLIMB DIRECT FMG VORTAC. ALL AIRCRAFT CLIMB IN FMG VORTAC HOLDING PATTERN /HOLD NE, RT, 221 INBOUND/ TO DEPART FMG VORTAC: R-260 CW R-170 AT OR ABOVE 10000; R-171 CW R-195 AT OR ABOVE 10500; R-196 CW R-259 AT OR ABOVE 12000.

### Reno/Tahoe Intl

**FDC 7/5736** /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR DEP PROC...CHANGE "ALL AIRCRAFT" TO READ: CLIMB IN FMG VORTAC HOLDING PATTERN (HOLD NE, LEFT TURNS, 221 DEGREES INBOUND) TO DEPART FMG VORTAC: R-260 CW R-170 AT OR ABOVE 10000; R-171 CW R-195 AT OR ABOVE 10500; R-196 CW R-259 AT OR ABOVE 12000.

**FDC 6/8706** /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES...CHANGE TAKEOFF MINIMUMS FOR RWY 34R TO 1900-2 OR STD WITH A MINIMUM CLIMB OF 320 FT PER NM TO 6700.

## NEW HAMPSHIRE

## CONCORD

### Concord Muni

**FDC 6/7712** /CON/ FI/T CONCORD MUNI, CONCORD, NH. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS RWY 30 TO READ: 500-1 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 1100.

## MANCHESTER

### Manchester

**FDC 7/7346** /MHT/ FI/T MANCHESTER, MANCHESTER, NH. ILS RWY 17 ORIG...S-ILS RWY 17 ORIG...S-ILS 17: VIS RVR 4000 ALL CATS. S-LOC 17: VIS CATS A AND B RVR 5000, CAT C 1 1/2, CAT D 1 3/4.

**FDC 7/6904** /MHT/ FI/P MANCHESTER, MANCHESTER, NH. CORRECT U.S. TERMINAL PROC, NE VOL 1 OF 3, PAGE 163 DATED 11 SEP 97. VOR/DME RNAV RWY 6 AMDT 4...PLAN VIEW: FAF - HANSL COORDINATES SHOULD READ 42-52.81N/071-31.16W.

## ROCHESTER

### Skyhaven

ACTVT MIRL RY 15/33 - CTAF.(10/97)

## NEW JERSEY

## ATLANTIC CITY

### Atlantic City Muni/Bader Field

MIRL CMSND.(06/97)

**FDC 7/4301** /AIY/ FI/T ATLANTIC CITY MUNI/BADER FIELD, ATLANTIC CITY, NJ. VOR OR GPS-B AMDT 1...CAT A CIRCLING MDA/HAA 1000/991, VIS 1 1/4.

## MANVILLE

### Kupper

**FDC 7/1843** /47N/ FI/T KUPPER, MANVILLE, NJ. VOR OR GPS-A AMDT 5A...CIRCLING MDA 880/HAA 794, VIS CAT B 1 1/4, CAT C 2 1/4.

## SUSSEX

### Sussex Airport

**FDC 7/5381** /FWN/ FI/T SUSSEX AIRPORT, SUSSEX, NJ. VOR OR GPS-A AMDT 5B...VOR PORTION NA.

## NEW MEXICO

## ALBUQUERQUE

### Albuquerque/Double Eagle II

**FDC 7/6454** /AEG/ FI/T ALBUQUERQUE/DOUBLE EAGLE II, ALBUQUERQUE, NM. ILS RWY 22, AMDT 1A...NOTE: ADF REQUIRED.

## CARLSBAD

### Cavern City Air Terminal

**FDC 4/7121** /CNM/ FI/T CAVERN CITY AIR TERMINAL, CARLSBAD, NM. ILS RWY 3 AMDT 4...VOR/DME RNAV OR GPS RWY 14R AMDT 2...VOR OR GPS RWY 32L AMDT 5...WHEN LCL ALTM NOT RECEIVED PROC NA.

## FARMINGTON

### Four Corners Regional

**FDC 7/0291** /FMN/ FI/T FOUR CORNERS REGIONAL, FARMINGTON, NM. VOR/DME OR GPS RWY 7, AMDT 3A...CHANGE MISSED APPROACH INSTRUCTIONS TO: CLIMB TO 8500 DIRECT FMN VORTAC AND HOLD.

## GALLUP

### Gallup Muni

**FDC 7/5696** /GUP/ FI/T GALLUP MUNI, GALLUP, NM. LOC RWY 6, AMDT 3A...S-LOC MDA 7280/HAT 817 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 7280/HAA 811 CATS A, B AND C. CAT C VIS 2 1/2.

## GRANTS

### Grants-Milan Muni

ASOS CMSND. PHONE 505-287-7909. (10/97)

**FDC 7/6455** /GNT/ FI/P GRANTS-MILAN MUNI, GRANTS, NM. GPS RWY 31, ORIG-A...DELETE: PROCEDURE NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 31, ORIG-B.

## LOVINGTON

### Lea County-Zip Franklin Memorial

**FDC 7/7041** /E06/ FI/T LEA COUNTY-ZIP FRANKLIN MEMORIAL, LOVINGTON, NM. GPS RWY 3 ORIG...S-3 MDA 4540/HAT 565 ALL CATS, CAT C VIS 1-1/2. CIRCLING CATS A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602, CAT C VIS 1-3/4. RNAV RWY 3 ORIG...CIRCLING CATS A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602, CAT C VIS 1-3/4. GPS RWY 21 ORIG...S-21 MDA 4480/HAA 510 ALL CATS, CAT C VIS 1-1/2. CIRCLING CATS A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602, CAT C VIS 1-3/4.

## RATON

### Raton Muni/Crews Field

**FDC 6/1974** /RTN/ FI/TRATON MUNI/CREWS FIELD, RATON, NM. GPS RWY 25 ORIG...S-25 NA.

## SOCORRO

### Socorro Muni

**FDC 7/0858** /ONM/ FI/T SOCORRO MUNI, SOCORRO, NM. TKOF MNMS AND DEP PROCS RWY 15 DEP PROC AMDT 1...PROC NA.

**FDC 7/0833** /ONM/ FI/T SOCORRO MUNI, SOCORRO, NM. NDB OR GPS RWY 15, ORIG...PROC NA.

## TAOS

### TAOS MUNI

**FDC 7/0323** /SKX/ FI/T TAOS MUNI, TAOS, NM. NDB RWY 4, ORIG-B...PROCEDURE TURN COMPLETION ALTITUDE 9200. S-4 MDA 8440/HAT 1372 ALL CATS. CIRCLING MDA 8440/HAA 1349 ALL CATS. NDB/VOR MINIMA N/A.

## NEW YORK

## ALBANY

### Albany County

**FDC 5/6456** /ALB/ FI/T ALBANY COUNTY, ALBANY, NY. VOR OR GPS RWY 19 AMDT 19...INCREASE ALL MDA'S TO 1060. INCREASE STRAIGHT-IN HAT TO 780 AND VIS CAT B TO 1 1/4; CAT C 2 1/4; CAT D 2 1/2. INCREASE CIRCLING HAA TO 775 AND VIS CAT B TO 1 1/4; CAT C 2 1/4.

## ALBION

### Pine Hill

**FDC 7/1992** /9G6/ FI/T PINE HILL, ALBION, NY. VOR/DME OR GPS-A AMDT 3...VOR/DME PORTION NA.

## ANGOLA

### Angola

**FDC 7/1942** /D22/ FI/T ANGOLA, ANGOLA, NY. VOR/DME OR GPS-A ORIG-B...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 4000 HEADING 058, EXPECT RADAR VECTORS.

## BATAVIA

### Genesee County

**FDC 6/2821** /GVQ/ FI/T GENESEE COUNTY, BATAVIA, NY. ILS RWY 28 AMDT 3... MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT GENESEO /GEE/ VORTAC AND HOLD SE; LT; 333 IN-BOUND.

## BINGHAMTON

### Binghamton Regional/Edwin A Link Field

**FDC 7/192** /BGM/ FI/T BINGHAMTON REGIONAL/EDWIN A LINK FIELD, BINGHAMTON, NY. ILS RWY 16 AMDT 6...ILS RWY 34 AMDT 2...NDB OR GPS RWY 34 AMDT 17...ALTN MNMS: NOT AUTHORIZED WHEN CONTROL TOWER CLOSED.

## BUFFALO

### Buffalo Airfield

**FDC 7/1807** /9G0/ FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24 AMDT 6B...VOR PORTION NA.

### Greater Buffalo Intl

**FDC 7/3631** /BUF/ FI/T GREATER BUFFALO INTL, BUFFALO, NY. NDB RWY 23 AMDT 15A...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 233 AND BUF R-267 TO WELLA INT/BUF 23 DME AND HOLD.

**FDC 7/3611** /BUF/ FI/T GREATER BUFFALO INTL, BUFFALO, NY. RNAV OR GPS RWY 32 AMDT 5A...RNAV PORTION NOT AUTHORIZED.

**FDC 7/3610** /BUF/ FI/T GREATER BUFFALO INTL, BUFFALO, NY. ILS RWY 23 AMDT 28B...MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 VIA BUF R-267 TO WELLA INT/BUF 23 DME AND HOLD.

**FDC 7/3608** /BUF/ FI/T GREATER BUFFALO INTL, BUFFALO, NY. ILS RWY 5 AMDT 13A...NDB OR GPS RWY 5 AMDT 10A...TERMINAL ROUTE FROM BUFFALO (BUF) VOR/DME TO PLAZZ (GB) LOM MINIMUM ALTITUDE 3000. TERMINAL ROUTE FROM DUNKIRK (DKK) VORTAC TO ABURG INT NOT AUTHORIZED. TERMINAL ROUTE FROM ABURG INT TO PLAZZ (GB) LOM NOT AUTHORIZED.

## CORTLAND

### Cortland County-Chase Field

**FDC 7/2061** /N03/ FI/T CORTLAND COUNTY-CHASE FIELD, CORTLAND, NY. GPS RWY 24 ORIG...S-24 MDA 1920/HAT 728, VIS CAT C 2.

## DUNKIRK

### Chautauqua County/Dunkirk

**FDC 7/6699** /DKK/ FI/P CHAUTAUQUA COUNTY/DUNKIRK, DUNKIRK, NY. VOR OR GPS RWY 6 AMDT 1A...DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE GREATER BUFFALO INTL ALSTG. DELETE GREATER BUFFALO INTL ALSTG MNMS. THIS IS VOR OR GPS RWY 6 AMDT 1B.

**FDC 7/6697** /DKK/ FI/P CHAUTAUQUA COUNTY/DUNKIRK, DUNKIRK, NY. VOR OR GPS RWY 24 AMDT 6A...S-24 MDA/HAT 1300/624 ALL CATS, VIS CAT C 1 3/4 CAT D 2. CIRCLING MDA/HAA CATS A/B/C 1300/607, VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE GREATER BUFFALO INTL ALSTG. DELETE GREATER BUFFALO INTL ALSTG MNMS. THIS IS VOR OR GPS RWY 24 AMDT 6B.

**FDC 7/6668** /DKK/ FI/T CHAUTAUQUA COUNTY/DUNKIRK, DUNKIRK, NY. VOR OR GPS RWY 6, AMDT 1...S-24 MDA 1340/HAT 664 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1340/HAA 647 CATS A/B/C, VIS CAT C 1 3/4. GREATER BUFFALO INTL ALTIMETER SETTING MINIMUMS: S-24 MDA 1500/HAT 824 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1500/HAA 807 CATS A/B/C, VIS CAT B 1 1/4, CAT C 2 1/2.

## ISLIP

### Long Island MacArthur

**FDC 7/2509** /ISP/ FI/T LONG ISLAND MACARTHUR, ISLIP, NY. ILS RWY 24 AMDT 1...S-ILS 24 VIS 3/4 ALL CATS. S-LOC 24 VIS CAT A/B 3/4. INOP TABLE DOES NOT APPLY TO S-ILS 24. FOR INOP MALSR INCREASE S-LOC 24 CAT A/B VIS TO 1 MILE.

**FDC 7/2508** /ISP/ FI/T LONG ISLAND MACARTHUR, ISLIP, NY. NDB OR GPS RWY 6 AMDT 18...S-6 MDA 900/HAT 806 ALL CATS. VIS CAT C 1 3/4. CAT D 2 1/4. CIRCLING MDA 900/HAA 801 ALL CATS. VIS CAT B 1 1/4. CAT C 2 1/4. CAT D 2 1/2. FOR INOP MALSR INCREASE S-6 CAT B VIS TO 1 1/4 MILE. TEMP CRANE 536 MSL 1.8 NM NORTH OF LOKKS LOM.

## MONTGOMERY

### Orange County

**FDC 7/6039** /MGJ/ FI/T ORANGE COUNTY, MONTGOMERY, NY. ILS RWY 3 ORIG...S-ILS 3 NOT AUTHORIZED.

## NEW YORK

### John F. Kennedy Intl

**FDC 7/2101** /JFK/ FI/T JOHN F. KENNEDY INTL, NEW YORK, NY. ILS RWY 31L AMDT 9A...S-LOC 31L MDA 460/HAT 447 ALL CATS, VIS CAT C RVR 6000, CAT D 1 1/2.

## OLEAN

### Cattaraugus County-Olean

**FDC 7/5425** /OLE/ FI/T CATTARAUGUS COUNTY-OLEAN, OLEAN, NY. RNAV OR GPS RWY 22 AMDT 4A...TERMINAL ROUTE BUFFALO/BUF/ VOR/DME, NY TO STEHL WP, NY NOT AUTHORIZED.

## ONEONTA

### Oneonta Muni

**FDC 6/7715** /N66/ FI/T ONEONTA MUNI, ONEONTA, NY. LOC RWY 24 AMDT 1...CIRCLING MDA 2380/HAA 616 CAT B.

**FDC 6/7714** /N66/ FI/T ONEONTA MUNI, ONEONTA, NY. VOR OR GPS RWY 6 AMDT 4...S-6 MDA 2440/HAT 676 ALL CATS. CIRCLING MDA 2440/HAA 676 ALL CATS.

## PALMYRA

### Palmyra Airpark

**FDC 6/8746** /6G3/ FI/T PALMYRA AIRPARK, PALMYRA, NY. TKOF MINIMA/DEP PROC...TKOF MNMS RWY 17...300-2. TKOF MNMS RWY 35...400-1. NOTE: RWY 17 - 290 FT AGL TERRAIN/TREES, 4400 FT FROM DEP END OF RWY ON CNTRLN. NOTE: RWY 35 - 180 FT AGL TERRAIN/TREES, 2000 FT FROM DEP END OF RWY, 1000 FT LEFT OF CNTRLN, 180 FT TERRAIN/TREES 3000 FT FROM DEP END OF RWY, 1000 FT RIGHT OF CNTRLN.

## PENN YAN

### Penn Yan

**FDC 7/1639** /PEO/ FI/T PENN YAN, PENN YAN, NY. NDB RWY 28 AMDT 6...OBTAIN LOCAL ALSTG ON CTAF, WHEN NOT RECEIVED USE ELMIRA ALSTG AND INCREASE ALL MDA'S 120 FT.

## POUGHKEEPSIE

### Dutchess County

**FDC 6/7713** /POU/ FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6 AMDT 5A...RNAV OR GPS RWY 6 AMDT 5...VOR OR GPS-A AMDT 10...VOR/DME OR TA-

CAN OR GPS RWY 24 AMDT 3...VOR/DME RWY 6 AMDT 5A...CIRCLING MDA 840/HAA 674 CATS B/C/D. VIS CAT C 2, CAT D 2 1/4.

## SHIRLEY

### Brookhaven

**FDC 7/5393** /HWV/ FI/T BROOKHAVEN, SHIRLEY, NY. ILS RWY 6 ORIG...S-LOC 6 CATS A/B MDA/HAT 560/479. CIRCLING CATS A/B MDA/HAA 640/558. ADD NOTE: ILS UNUSABLE FROM MM INBOUND.

**FDC 7/5392** /HWV/ FI/T BROOKHAVEN, SHIRLEY, NY. NDB OR GPS-A AMDT 4...CIRCLING CATS A/B MDA/HAA 640/558.

**FDC 7/5391** /HWV/ FI/T BROOKHAVEN, SHIRLEY, NY. VOR OR GPS RWY 6 AMDT 2...S-6 CATS A/B MDA/HAT 620/539. CIRCLING CATS A/B MDA/HAA 640/558.

## SYRACUSE

### Syracuse Hancock Intl

**FDC 7/7312** /SYR/ FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. ILS RWY 28 AMDT 31...S-ILS 28 CAT II MNMS NA.

**FDC 7/5787** /SYR/ FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. VOR OR GPS RWY 14 AMDT 21A...S-14 MDA/HAA 920/503 ALL CATS. CIRCLING CATS A/B/C MDA/HAA 980/559. REASON: 665 MSL/250 AGL CRANE ON AIRPORT ADJACENT TO CONTROL TOWER.

**FDC 7/5783** /SYR/ FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. HI-VOR/DME OR TACAN RWY 14 AMDT 3...VISUAL DESCENT POINT NOT AUTHORIZED. S-14 MDA/HAA 920/503 ALL CATS. VIS CAT C/D 1 1/2. CAT E 1 3/4. CIRCLING CAT C MDA/HAA 980/559. REASON: 665 MSL/250 AGL CRANE ON AIRPORT ADJACENT TO CONTROL TOWER.

**FDC 7/5781** /SYR/ FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. ILS RWY 10 AMDT 8...ILS RWY 10 AMDT 8...VOR/DME OR TACAN OR GPS RWY 32 AMDT 1...NDB OR GPS RWY 28 AMDT 27...HI-ILS RWY 10 AMDT 3...HI-ILS RWY 28 AMDT 3...CIRCLING CATS A/B/C MDA HAA 980/559. REASON: 665 MSL/250 AGL CRANE ON AIRPORT ADJACENT TO CONTROL TOWER.

**FDC 7/1878** /SYR/ FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. ILS RWY 10 AMDT 8...S-LOC MDA 860/HAT 439 ALL CATS, VIS CAT D RVR 5000. HI-ILS RWY 10, AMDT 3...S-LOC MDA 860/HAT 439 ALL CATS, VIS CATS D AND E RVR 5000.

## UTICA

### Oneida County

**FDC 7/6941** /UCA/ FI/T ONEIDA COUNTY, UTICA, NY. ILS RWY 15, AMDT 3...LOCALIZER ALTERNATE MINIMUMS NOT AUTHORIZED.

**FDC 7/6940** /UCA/ FI/T ONEIDA COUNTY, UTICA, NY. NDB OR GPS RWY 15, AMDT 9...ALTERNATE MINIMUMS NOT AUTHORIZED.

**FDC 6/8511** /UCA/ FI/T ONEIDA COUNTY, UTICA, NY. ILS RWY 15 AMDT 3...ILS RWY 33 AMDT 1...NDB OR GPS RWY 15 AMDT 9...NDB RWY 33 AMDT 12...ALT MNMS NA WHEN CONTROL TOWER CLOSED.

## WHITE PLAINS

### Westchester County

**FDC 7/6950** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. VOR/DME OR GPS-A, AMDT 3B...CIRCLING MDA/HAT 980/541 CAT A/B, 1020/581 C/D. 720 MSL TEMP CRANE 1.6 NM NW RWY 16 THLD.



**FDC 7/6949** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 34, AMDT 3...VOR/DME RNAV OR GPS RWY 34, AMDT 6...CIRCLING MDA/HAT 1020/581 CAT C/D. 720 MSL TEMP CRANE 1.6 NM NW RWY 16 THLD.

**FDC 7/6948** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREES, ORIG...S-LOC MDA/HAT 980/541. 720 MSL CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

**FDC 7/6947** /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 16, AMDT 22A...S-LOC MDA/HAT 980/541 ALL CATS, VIS CAT D RVR 6000. CIRCLING MDA/HAA 980/541 CAT A/B. 1020/581 CAT C/D. 720 MSL TEMP CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

## **NORTH CAROLINA**

### **AHOSKIE**

#### **Tri-County**

■ RY 01/19 NOW 4500 FT BY 75 FT.(10/97)

### **BEAUFORT**

#### **Michael J. Smith Field**

**FDC 4/6247** /MRH/ FI/T MICHAEL J. SMITH FIELD, BEAUFORT, NC. NDB OR GPS RWY 14, ORIG...CHERRY POINT MCAS ALSTG MINS: S-14: MDA 800/HAT 790, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 800/HAA 789, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. NEW BERN ALSTG MINS: S-14: MDA 820/HAT 810, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 820/HAA 809, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

**FDC 1/2877** /MRH/ FI/T MICHAEL J. SMITH FIELD, BEAUFORT, NC. RADAR-1 AMDT 2. S-21 MDA 620, HAT 610 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 620, HAA 609 ALL CATS. VIS CAT C 1 3/4.

### **CHARLOTTE**

#### **Charlotte/Douglas Intl**

**FDC 7/2603** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 5, AMDT 35...S-ILS-5 DH 966/HAT 250 ALL CATS. VIS RVR 4000 ALL CATS. S-LOC 5 VIS RVR 4000 CATS A/B. NOTE: S-ILS-5 INOPERATIVE TABLE DOES NOT APPLY FOR INOPERATIVE MALSR INCREASE S-LOC 5 CAT A AND B VIS TO 1 1/4.

**FDC 6/9293** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. LOC BC RWY 23 AMDT 10...MINIMUM ALTITUDE LECAR/CLT 7.1 DME/RADAR 2500. TERMINAL ROUTE ATELL TO LECAR MINIMUM ALTITUDE 2500. MISSED APPROACH INSTRUCTIONS: CLIMBING RIGHT TURN TO 3600 VIA CLT R-264 TO BRYDE INT/CLT 14 DME AND HOLD W. LT, 084 INBOUND. THIS IS LOC BC RWY 23 AMDT 10A.

**FDC 4/1161** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. VOR/DME RWY 18R, AMDT 6...PROC NA.

**FDC 4/1136** /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. VOR RWY 36R, AMDT 5A...PROC NA.

### **CONCORD**

#### **Concord Regional**

**FDC 7/6601** /JQF/ FI/T CONCORD REGIONAL, CONCORD, NC. VOR/DME OR GPS RWY 20 AMDT 1...PROC NA.

**FDC 7/6602** /JQF/ FI/T CONCORD REGIONAL, CONCORD, NC. ILS RWY 20 ORIG...S-ILS-20: DH 1090, HAT 400, VIS 3/4 ALL CATS.

### **ELIZABETH CITY**

#### **Elizabeth City Coast Guard Air Station/Muni**

**FDC 0/1766** /ECG/ FI/T ELIZABETH CITY COAST GUARD AIR STATION/MUNI, ELIZABETH CITY, NC. IFR DEP PROC WHEN TETHERED BALLOON LCTD APRXLY 2NM SE OF ARPT IS FLYING. RWY 1, 10, 28 CMB RWY HDG TO 4000 BEFORE TURNING SOUTH. RWY 19 CMB TO 4000 VIS HDG 270 BEFORE POC.

### **GREENSBORO**

#### **Greensboro/Piedmont Triad Intl**

**FDC 7/6178** /GSO/ FI/P GREENSBORO/PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB OR GPS RWY 14 AMDT 15A...S-14 MDA 1440/HAT 514 ALL CATS. VIS RVR CAT C 5000, CAT D 1 1/2. CIRCLING MDA 1440/HAA 514 CAT A. THIS IS NDB OR GPS RWY 14, AMDT 15B.

**FDC 7/6177** /GSO/ FI/P GREENSBORO/PIEDMONT TRIAD INTL, GREENSBORO, NC. RADAR-1, AMDT 9A...S-14 MDA 1380/HAT 454 ALL CATS. CIRCLING MDA 1380/HAA 454 CAT A. THIS IS RADAR 1, AMDT 9B.

### **HICKORY**

#### **Hickory Regional**

ASOS CMSND. FREQ 118.325. PHONE 704-322-2996.(10/97)

**FDC 7/7203** /HKY/ FI/T HICKORY REGIONAL, HICKORY, NC. ILS RWY 24 AMDT 6C...S-ILS 24 DH 1439/HAT 250 ALL CATS. VIS 3/4 ALL CATS. S-LOC 24 VIS 3/4 CATS A/B/C. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 24. NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 24 CATS A/B/C VISIBILITIES TO 1 MILE.

### **KINSTON**

#### **Kinston Regional Jetport at Stallings Field**

**FDC 7/6355** /ISO/ FI/T KINSTON REGIONAL JETPORT AT STALLINGS FIELD, KINSTON, NC. VOR/DME OR GPS RWY 5, AMDT 12. VOR/DME PORTION NA.

### **LUMBERTON**

#### **Lumberton Muni**

**FDC 7/4636** /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 5, AMDT 8...PROC NA.

**FDC 7/4635** /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR OR GPS RWY 13, AMDT 9...VOR PORTION NA.

### **MANTEO**

#### **Dare County Regional**

**FDC 7/5662** /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. NDB OR GPS RWY 4, AMDT 4...CHANGE ALL REFERENCES TO RWY 4-22 TO RWY 5-23 AND RWY 16-34 TO RWY 17-35.

**FDC 7/5661** /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR OR GPS RWY 16, AMDT 3...CHANGE

ALL REFERENCES TO RWY 16-34 TO RWY 17-35 AND RWY 4-22 TO RWY 5-23.

**FDC 7/5660** /MQV/ FLT DARE COUNTY REGIONAL, MANTEO, NC. NDB RWY 16, AMDT 4...CHANGE ALL REFERENCES TO RWY 16-34 TO RWY 17-35 AND RWY 4-22 TO RWY 5-23.

## MAXTON

### Laurinburg-Maxton

**FDC 7/2094** /MEB/ FLT LAURINBURG-MAXTON, MAXTON, NC. ILS RWY 5 ORIG...S-LOC 5, MDA 740/HAT 524 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 3/4. CIRCLING MDA 740/HAA 520 CATS A, B AND C. SIMMONS AAF ALTIMETER SETTING MINIMUMS S-LOC-5 MDA 800/HAT 584 ALL CATS. CIRCLING MDA 800/HAA 580 ALL CATS.

## NEW BERN

### Craven Co Regional

ASOS CMSND. FREQ 118.525. PHONE 919-514-2086.(10/97)

## NORTH WILKESBORO

### Wilkes County

**FDC 7/4997** /UKF/ FLT WILKES COUNTY, NORTH WILKESBORO, NC. GPS RWY 1 ORIG...TAKE-OFF MINIMUMS: RWY 1, 400-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1700.

**FDC 5/5719** /UKF/ FLT WILKES COUNTY, NORTH WILKESBORO, NC. LOC RWY 1, AMDT 1A...S-1 VIS CAT A, B - 3/4, CAT C - 1 1/4, CAT D - 1 1/2. INOP TABLE DOES NOT APPLY TO CAT C. DME MNMS: S-1 VISIBILITY CAT A,B,C - 3/4, CAT D 1 1/4.

**FDC 5/5718** /UKF/ FLT WILKES COUNTY, NORTH WILKESBORO, NC. NDB OR GPS RWY 1, AMDT 1B...S-1 VIS CAT A, B - 3/4, CAT C - 1 1/4, CAT D - 1 1/2. INOP TABLE DOES NOT APPLY TO CAT C. DME MNMS: S-1 VISIBILITY CAT A,B,C - 3/4, CAT D - 1 1/4.

## RALEIGH/DURHAM

### Raleigh-Durham Intl

**FDC 7/6330** /RDU/ FLT P RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RADAR 1 AMDT 7B...S-23L VIS 4000 CATS A/B AND C; RVR 5000 CAT D. THIS IS RADAR 1 AMDT 7C.

## ROCKINGHAM

### Rockingham-Hamlet

**FDC 7/2097** /45J/ FLT ROCKINGHAM-HAMLET, ROCKINGHAM, NC. NDB OR GPS RWY 31, AMDT 2...S-31 MDA 960/HAT 603 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 960/HAA 602 ALL CATS. VIS CAT C 1 3/4. MSA FROM: RCZ NDB 2100. VOR/DME-A, AMDT 6...CIRCLING MDA 900/HAA 542 CATS A/B/C. CAT D MDA 960/HAA 602. MNM ALT: SDZ 19.50 DME 1140.

**FDC 7/1239** /45J/ FLT ROCKINGHAM-HAMLET, ROCKINGHAM, NC. NDB OR GPS RWY 31, AMDT 2...TERMINAL ROUTE: SDZ VORTAC TO RCZ NDB NA. VOR/DME-A AMDT 6...PROC NA.

## SALISBURY

### Rowan County

MALSR RY 02 DCMSND. MALSR RY 20 CMSND. ACTIVATE MALSR RY 20 - CTAF.(10/97)

## SHILOH

### Reidsville/Rockingham County

**FDC 7/3579** /NC14/ FLT REIDSVILLE/ROCKINGHAM COUNTY, SHILOH, NC. VOR/DME RNAV RWY 31 AMDT 4...PROC NA.

## SOUTHERN PINES

### Moore County

**FDC 6/3995** /SOP/ FLT MOORE COUNTY, SOUTHERN PINES, NC. VOR OR GPS-A, AMDT 3A...VOR PROC NA.

**FDC 3/2191** /SOP/ FLT MOORE COUNTY, SOUTHERN PINES, NC. RNAV RWY 23 AMDT 3...PROC NA.

## WADESBORO

### Anson County

**FDC 6/5314** /3A3/ FLT ANSON COUNTY, WADESBORO, NC. NDB OR GPS RWY 16 AMDT 1A...SANDHILLS TRANSITION MEA 8000.

**FDC 6/3996** /3A3/ FLT ANSON COUNTY, WADESBORO, NC. VOR/DME OR GPS-A, AMDT 1A...VOR/DME PROC NA.

## WALLACE

### Henderson Field

**FDC 8/4168** /ACZ/ FLT HENDERSON FIELD, WALLACE, NC. VOR/DME-A AMDT 4...PROC NA.

## WASHINGTON

### Warren Field

**FDC 7/3752** /OCW/ FLT WARREN FIELD, WASHINGTON, NC. LOC RWY 5 ORIG...CIRCLING MDA 500/HAA 462 CAT A.

## WAXHAW

### Jaars-Townsend

**FDC 3/1464** /NC18/ FLT JAARS-TOWNSEND, WAXHAW, NC. RNAV RWY 4 AMDT 2...PROC NA.

## WINSTON-SALEM

### Smith Reynolds

**FDC 7/5029** /INT/ FLT SMITH REYNOLDS, WINSTON-SALEM, NC. ILS RWY 33, AMDT 27A...S-ILS 33 DH 1191/HAT 250 ALL CATS. VIS RVR 5000 ALL CATS. S-LOC 33 VIS CATS A/B/C 1, CAT D 1 1/4. CIRCLING MDA 1480/HAA 510 CAT A, CATS B/C 1580/HAA 610, CAT D 1740/HAA 770, VIS CAT C 1 3/4, CAT D 2 1/2. ALTERNATE MINIMUMS: NA WHEN CONTROL TOWER CLOSED. CAT D 800-2 1/2. NOTE: WHEN CONTROL TOWER CLOSED, USE GREENSBORO/PIEDMONT ALTIMETER SETTING; INCREASE DH/MDAS 40 FEET AND INCREASE S-LOC-33 VIS CAT C TO 1 1/4. NOTE: INOP TABLE DOES NOT APPLY TO: S-ILS-33 CATS A/B/C/D; S-LOC-33 CAT D.

**FDC 7/5027** /INT/ FLT SMITH REYNOLDS, WINSTON-SALEM, NC. VOR/DME OR GPS RWY 15, ORIG...S-15 MDA 1500/HAT 532 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA CAT A 1500/HAA 530 CATS B/C 1580/HAA 610, CAT D 1740/HAA 770. VIS CAT C 1 3/4, CAT D 2 1/2. ALTERNATE MINIMUMS: NA WHEN CONTROL TOWER CLOSED. CAT D 800-2 1/2. NOTE: WHEN CONTROL TOWER CLOSED, USE GREENSBORO/PIEDMONT ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET.

**FDC 7/4996** /INT/ FLT SMITH REYNOLDS, WINSTON-SALEM, NC. NDB OR GPS RWY 33, AMDT 24...S-33 MDA 1540/HAT 599 ALL CATS. VIS CATS A/B RVR 4000, CAT C

5000, CAT D 1 1/2. CIRCLING MDA CAT A 1540/HAA 570 CATS B/C 1580/HAA 610, CAT D 1740/HAA 770. VIS CAT C 1 3/4, CAT D 2 1/2. ALTERNATE MINIMUMS: NA WHEN CONTROL TOWER CLOSED. CAT D 800-2 1/2. NOTE: WHEN CONTROL TOWER CLOSED, USE GREENSBORO/PIEDMONT ALTIMETER SETTING AND INCREASE ALL MDAS 40 FT AND INCREASE S-33 VISIBILITY RVR CAT C TO 6000 AND CAT D TO 1 3/4.

## **NORTH DAKOTA**

### **DEVILS LAKE**

#### **Devils Lake Muni**

**FDC 7/7233** /DVL/ F/P DEVILS LAKE MUNI, DEVILS LAKE, ND. ILS RWY 31, ORIG...TERMINAL ROUTE: DVL VOR/DME TO VIKOR LOM 129.84/6.49. THIS IS ILS RWY 31, ORIG-A.

### **HILLSBORO**

#### **Hillsboro Muni**

**FDC 7/6549** /5ND6/ F/P HILLSBORO MUNI, HILLSBORO, ND. GPS RWY 34, ORIG...DELETE NOTE: PROC NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 34, ORIG-A.

**FDC 7/6548** /5ND6/ F/P HILLSBORO MUNI, HILLSBORO, ND. GPS RWY 16, ORIG...DELETE NOTE: PROC NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 16, ORIG-A.

### **MINOT**

#### **Minot Intl**

**FDC 7/6528** /MOT/ F/P MINOT INTL, MINOT, ND. VOR OR GPS RWY 31, AMDT 10...S-31 VIS CAT A/B RVR 2400. CAT C RVR 4000. CAT D RVR 5000. DELETE NOTE: CAT D S-31 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. ADD NOTE: FOR INOPERATIVE MALSR INCREASE S-31 CAT D VISIBILITY TO RVR 6000. THIS IS VOR OR GPS RWY 31, AMDT 10A.

**FDC 7/6527** /MOT/ F/P MINOT INTL, MINOT, ND. ILS RWY 31, AMDT 8...S-ILS 31 VIS RVR 2400 ALL CATS. S-LOC 31 VIS CAT A/B/C RVR 2400. CAT D/E RVR 4000. DELETE NOTE: CAT D S-LOC 31 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. ADD NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 31 CAT D VISIBILITY TO RVR 5000. THIS IS ILS RWY 31, AMDT 8A.

### **PEMBINA**

#### **Pembina Muni**

**FDC 7/3206** /PMB/ F/T PEMBINA MUNI, PEMBINA, ND. VOR OR GPS RWY 33, AMDT 6A...PROC NA AT NIGHT.

## **OHIO**

### **CALDWELL**

#### **Noble County**

■ ACTVT MIRL RY 05/23 & ROTG BCN - 122.7.(11/97)

### **CLEVELAND**

#### **Cleveland-Hopkins Intl**

**FDC 7/1118** /CLE/ F/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. VOR/DME RNAV OR GPS RWY 10 AMDT 11...S-10 MDA 1400/HAT 618 ALL CATS, VIS CAT C 1-3/4, CAT D 2. CIRCLING MDA 1400/HAA 608 ALL CATS, VIS CAT C 1-3/4.

### **Cuyahoga County**

**FDC 7/7111** /CGF F/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 23, AMDT 12...ADD NOTE: DMEREQUIRED. ADD NOTE: MAINTAIN AT OR ABOVE 3000 UNTIL I-CGF 10 DME.

### **COLUMBUS**

#### **Darby Dan**

ACTVT MIRL RY 09/27; ROTG BCN; PAP RYS 09 & 27 - CTAF.(11/97)

#### **Ohio State University**

**FDC 7/6795** /OSU/ F/T OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 27L, ORIG-A...S-27L MDA 1600/HAT 697 ALL CATS. VIS CAT A/B 1, CAT C 2, CAT D 2-1/4. CIRCLING MDA 1600/HAA 694 ALL CATS. VIS CAT A/B 1, CAT C 2, CT D 2-1/4.

**FDC 7/3690** /OSU/ F/T OHIO STATE UNIVERSITY, COLUMBUS, OH. ILS RWY 9R, AMDT 4...NDB RWY 9R, AMDT 2...NDB RWY 27L, AMDT 6A...DELETE PORT COLUMBUS ALTIMETER SETTING MINIMUMS. DELETE REMOTE ALTIMETER SETTING NOTE "WHEN CONTROL ZONE..." ALTERNATE MINIMUMS, STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. VOR/DME RNAV RWY 27L, AMDT 6...DELETE PORT COLUMBUS ALTIMETER SETTING MINIMUMS. DELETE REMOVE ALTIMETER SETTING NOTE "WHEN CONTROL TOWER CLOSED...". ALTERNATE MINIMUMS, STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED.

#### **Port Columbus Intl**

**FDC 7/7156** /CMH/ F/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS RWY 10L, AMDT 16A...PROC NA.

### **COSHOCOTON**

#### **Richard Downing**

**FDC 7/7266** /F/T RICHARD DOWNING, COSHOCTON, OH. VOR/DME RNAV OR GPS RWY 22, AMDT 4...GPS PORTION NA.

### **MARION**

#### **Marion Muni**

**FDC 7/6115** /MNN/ F/T MARION MUNI, MARION, OH. VOR OR GPS-A, ORIG...CIRCLING: MDA 1500/HAT 506 CATS A THRU C.

### **MARYSVILLE**

#### **Union County**

**FDC 7/3807** /I78/ F/T UNION COUNTY, MARYSVILLE, OH. NDB OR GPS RWY 27 AMDT 5...S-27 MDA 1660/HAT 644 ALL CATS. VIS CAT C 1-3/4; CAT D 2. CIRCLING MDA 1660/HAA 638 ALL CATS. VIS CAT C 1-3/4. (TEMPORARY CRANE 1256 FT MSL 1.6 NM SE OF RWY 27.)

### **OTTAWA**

#### **Putnam County**

ACTVT HIRL RY 09/27 - CTAF.(11/97)

### **PAINESVILLE**

#### **Casement**

**FDC 7/5055** /PVZ/ F/T CASEMENT, PAINESVILLE, OH. NDB OR GPS-B, AMDT 8...PROCEDURE NA.

### **PORT CLINTON**

#### **Carl R. Keller Field**

**FDC 7/6399** /PCW/ F/T CARL R. KELLER FIELD, PORT CLINTON, OH. NDB RWY 27, AMDT 11...GPS RWY 27,

ORIG-A...PROC NA AT NIGHT. VOR/DME OR GPS-A.  
AMDT 7...CIRCLING TO RWY 09/27 NA AT NIGHT.

## SPRINGFIELD

### Springfield-Beckley

RY 24 ALSF2 RTS.(10/97)

**FDC 6/6946** /SGH/ FI/T SPRINGFIELD-BECKLEY, SPRINGFIELD, OH. HI-TACAN RWY 6 AMDT 6...S-6 MDA 1480/HAT 428 ALL CATS, VIS CAT C 1-1/4, CATS D/E 1-1/2. WRIGHT PATTERSON ALSTG MNMS; S-6 MDA 1540/HAT 488 ALL CATS.

**FDC 6/5434** /SGH/ FI/T SPRINGFIELD-BECKLEY, SPRINGFIELD, OH. VOR OR GPS RWY 6 AMDT 10...S-6 MDA 1480/HAT 428 ALL CATS, VIS CAT C 1-1/4, CAT D 1-1/2. WRIGHT PATTERSON ALTIMETER SETTING MINIMUMS: S-6 MDA 1540/HAT 488 ALL CATS.

## TIFFIN

### Seneca County

RY 06/24 THLD NOW DSPLCD 115 FT.(11/97)

## WASHINGTON COURT HOUSE

### Fayette County

**FDC 7/4499** /123/ FI/T FAYETTE COUNTY, WASHINGTON COURT HOUSE, OH. NDB OR GPS RWY 22, AMDT 3...STRAIGHT-IN MINIMUMS NA.

## WILLOUGHBY

### Willoughby Lost Nation Muni

**FDC 7/5053** /LNN/ FI/T WILLOUGHBY LOST NATION MUNI, WILLOUGHBY, OH. VOR RWY 27, ORIG...VOR-A, ORIG...VOR-B, ORIG...LOCAL MINIMUMS NA. NDB OR GPS RWY 9, AMDT 9...NDB OR GPS RWY 27, AMDT 12...ALTERNATE MINIMUMS NA. LOCAL MINIMUMS NA.

# OKLAHOMA

## ALTUS

### Altus Muni

**FDC 7/3573** /AXS/ FI/T ALTUS MUNI, ALTUS, OK. GPS RWY 17, ORIG...PROC NA.

**FDC 7/3572** /AXS/ FI/T ALTUS MUNI, ALTUS, OK. VOR/DME RNAV RWY 17, AMDT 1...PROC NA.

## BUFFALO

### Buffalo Muni

ARPT REOPENED. (10/97)

## DUNCAN

### Halliburton Field

**FDC 7/6450** /DUC/ FI/T HALLIBURTON FIELD, DUNCAN, OK. VOR RWY 35, AMDT 10...PROC NA.

**FDC 7/6449** /DUC/ FI/T HALLIBURTON FIELD, DUNCAN, OK. GPS RWY 35, ORIG...PROC NA.

**FDC 7/4969** /DUC/ FI/T HALLIBURTON FIELD, DUNCAN, OK. LOC RWY 35, AMDT 4...PROC NA.

## GOLDSBY

### David Jay Perry

**FDC 7/6537** /OK14/ FI/P DAVID JAY PERRY, GOLDSBY, OK. VOR/DME RWY 31, ORIG...MSA FROM WILL ROGERS VORTAC (IRW) 060-240 3100, 240-060 3800. THIS IS VOR/DME RWY 31, ORIG-A.

## GROVE

### Grove Muni

**FDC 7/1703** /1H7/ FI/T GROVE MUNI, GROVE, OK. VOR OR GPS-A AMDT 1...CHANGE NOTE TO READ: DME REQUIRED.

**FDC 6/8933** /1H7/ FI/T GROVE MUNI, GROVE, OK. RNAV RWY 18, AMDT 2...PROC NA.

## LAWTON

### Lawton Muni

**FDC 7/0503** /LAW/ FI/T LAWTON MUNI, LAWTON, OK. ILS RWY 35 AMDT 6...TERMINAL ROUTE: SPS VORTAC TO LAW VOR/DME/OM NA. TERMINAL ROUTE: LAW VOR/DME 7 DME ARC R-260 CCW TO R-169 NA. TERMINAL ROUTE: LAW VOR/DME 7 DME ARC R-090 CW TO R-169 NA.

**FDC 7/0502** /LAW/ FI/T LAWTON MUNI, LAWTON, OK. VOR RWY 35 AMDT 19...TERMINAL ROUTE: SPS VORTAC TO LAW VOR/DME/OM NA. TERMINAL ROUTE: LAW VOR/DME 7 DME ARC R-260 CCW TO R-169 NA. TERMINAL ROUTE: LAW VOR/DME 7 DME ARC R-090 CW TO R-169 NA. TERMINAL ROUTE: WALTO INT TO LAW VOR/DME NA. TERMINAL ROUTE: TELLS INT TO LAW VOR/DME NA.

## OKLAHOMA CITY

### Sundance

**FDC 7/6530** /HSD/ FI/P SUNDANCE AIRPARK, OKLAHOMA CITY, OK. LOC RWY 17, ORIG...MSA FROM WILL ROGERS VORTAC (IRW) 050-320 3100, 320-050 3800. THIS IS LOC RWY 17, ORIG-A.

### Will Rogers World

**FDC 7/6582** /OKC/ FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR OR GPS RWY 17L, AMDT 1A...S-17L MDA 1680/HAT 394 ALL CATS, CAT E VIS 1 1/2.

**FDC 7/6536** /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB OR GPS RWY 35R, AMDT 5...MSA FROM WILL ROGERS VORTAC (IRW) 060-240 3100, 240-060 3800. THIS IS NDB OR GPS RWY 35R, AMDT 5A.

**FDC 7/6535** /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17L, ORIG-B...MSA FROM WILL ROGERS VORTAC (IRW) 060-240 3100, 240-060 3800. THIS IS ILS RWY 17L, ORIG-C.

**FDC 7/6534** /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. LOC BC RWY 35L, AMDT 10A...MSA FROM WILL ROGERS VORTAC (IRW) 060-240 3100, 240-060 3800. THIS IS LOC BC RWY 35L, AMDT 10B.

**FDC 7/7533** /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR OR GPS RWY 17L, AMDT 1...MSA FROM WILL ROGERS VORTAC (IRW) 060-240 3100, 240-060 3800. THIS IS VOR OR GPS RWY 17L, AMDT 1A.

**FDC 7/6532** /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 35R, AMDT 8B...MSA FROM GALLY NDB (RG) 100-250 3100, 250-100 3800. THIS IS ILS RWY 35R, AMDT 8C.

## OKMULGEE

### Okmulgee Muni

RY 17/35 REOPENED FULL LENGTH. RY 17 THLD NO LONGER DSPLCD. (11/97)

**FDC 7/7390** /OKM/ FI/T OKMULGEE MUNI, OKMULGEE, OK. NDB OR GPS RWY 17, AMDT 3...PROC NA.

**FDC 7/7389** /OKM/ FI/T OKMULGEE MUNI, OKMULGEE, OK. ILS RWY 17, AMDT 3...PROC NA.

**FDC 7/0277** /OKM/ FI/T OKMULGEE MUNI, OKMULGEE, OK. VOR OR GPS RWY 22, AMDT 1...S-22 MNMS NA.

## SAND SPRINGS

**William R. Pogue Muni**

**FDC 7/7391** /OF8/ FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2...ADD NOTE: DME OR RADAR REQUIRED.

## SHAWNEE

**Shawnee Muni**

RY 17/35 NOW 6000 FT BY 100 FT. RY 17 THLD NO LONGER DSPLCD. (10/97)

## TULSA

**Richard Lloyd Jones, Jr.**

**FDC 7/7392** /RVS/ FI/T RICHARD LLOYD JONES, JR., TULSA, OK. VOR RWY 1L, AMDT 4...ADD NOTE: DME OR RADAR REQUIRED.

**Tulsa Intl**

**FDC 7/7384** /TUL/ FI/T TULSA INTL, TULSA, OK. VOR OR TACAN OR GPS RWY 26, AMDT 22A...ADD NOTE: DME OR RADAR REQUIRED.

**FDC 7/7383** /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 18R, AMDT 6A...ADD NOTE: DME OR RADAR REQUIRED.

**FDC 7/7306** /TUL/ FI/T TULSA INTL, TULSA, OK. NDB OR GPS RWY 18L, AMDT 10A...GPS PORTION NA.

**FDC 7/7304** /TUL/ FI/T TULSA INTL, TULSA, OK. VOR/DME OR TACAN OR GPS RWY 8, AMDT 3B...GPS PORTION NA.

**FDC 7/7302** /TUL/ FI/T TULSA INTL, TULSA, OK. NDB OR GPS RWY 36R, AMDT 19A...GPS PORTION NA.

**FDC 7/6301** /TUL/ FI/T TULSA INTL, TULSA, OK. NDB OR GPS RWY 36R, AMDT 19A...S-36R CAT C VIS 1 1/2, CAT D VIS 1 3/4, CAT E VIS 2.

**FDC 7/4261** /TUL/ FI/P TULSA INTL, TULSA, OK. HI-NDB OR ILS RWY 36R...S-NDB-36R MDA 1320/HAT 671 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4, CAT E 2. CIRCLING MDA 1320/HAA 643 CATS C AND D. DME MINIMUMS: S-LOC-36R MDA 1060/HAT 411 ALL CATS. RVR CAT C 2400, CATS D 4000, CAT E 5000. CIRCLING MDA 1300/HAA 623 CAT D. CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3500 VIA TUL R-079 TO INOLA INT AND HOLD. THIS IS HI-NDB OR ILS RWY 36R, ORIG-A.

## WAGONER

**Sequoyah Park**

RY 17/35 MIRL DCMSND. (11/97)

## WESTHEIMER

**University of Oklahoma**

**FDC 7/6539** /OUN/ FI/P UNIVERSITY OF OKLAHOMA, WESTHEIMER, OK. RNAV OR GPS RWY 3, ORIG-A...CHANGE HOLDING PATTERN ALTITUDE AT COLER WPT TO 3000. MINIMUM ALTITUDE AT COLER WPT 3000. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3000 DIRECT COLER WPT AND HOLD. THIS IS RNAV OR GPS RWY 3, ORIG-B.

**FDC 7/6538** /OUN/ FI/P UNIVERSITY OF OKLAHOMA, WESTHEIMER, OK. NDB RWY 3, AMDT 5A...MSA FROM UNIVERSITY OF OKLAHOMA WESTHEIMER NDB (OUN) 045-230 3100, 230-045 3800. THIS IS NDB RWY 3, AMDT 5B.

## OREGON

### ENTERPRISE

**Enterprise Muni**

RY 12/30 NOW 2850 FT BY 50 FT. (10/97)

### EUGENE

**Mahlon Sweet Field**

**FDC 7/7176** /EUG/ FI/T MAHLON SWEET FIELD, EUGENE, OR. VOR/DME OR TACAN OR GPS RWY 34 AMDT 3...TERMINAL ROUTE: EUG R-130 CW (IAF) TO EUG R-152/14 DME NOT AUTHORIZED. PROFILE VIEW: EUG R-152/14 DME MINIMUM ALTITUDE 4000.

**FDC 7/6117** /EUG/ FI/P MAHLON SWEET FIELD, EUGENE, OR. VOR/DME OR TACAN OR GPS RWY 34, AMDT 2A...TERMINAL ROUTE: EUG R-130 CW (IAF) TO EUG R-152/14 DME MNM ALT 4000. SAGIN INT/16 DME (IAF) TO EUG R-152/14 DME MNM AT 4000. EUG R-204 CCW (IAF) TO EUG R-152/14 DME MNM ALT 4000. THIS IS VOR/DME OR TACAN OR GPS RWY 34, AMDT 3.

**FDC 7/6116** /EUG/ FI/P MAHLON SWEET FIELD, EUGENE, OR. NDB OR GPS RWY 16, AMDT 29...TERMINAL ROUTE: CVO VOR/DME (IAF) TO HOCUM INT (NOPT) MNM ALT 4000. THIS IS NDB OR GPS RWY 16, AMDT 29A.

### GRANTS PASS

**Grants Pass**

**FDC 6/9120** /3S8/ FI/T GRANTS PASS, GRANTS PASS, OR. GPS-A ORIG...PROC NA.

### IMNAHA

**Memaloose**

RY N/S NOW RY 17/35. RY 17/35 NOW 2900 FT BY 120 FT. (10/97)

### JOHN DAY

**John Day State**

**FDC 7/6282** /5JO/ FI/T JOHN DAY STATE, JOHN DAY, OR. GPS RWY 9, ORIG.PROC NA AT NIGHT.

**FDC 7/5988** /5JO/ FI/P JOHN DAY STATE, JOHN DAY, OR. GPS RWY 9, ORIG. CORRECT U.S. TERMINAL PROC, NW VOL 1, PAGE 170, DATED 22 SEP 97. REF PLANVIEW HOLDING PATTERN LOCATED AT OXVEN SHOULD BE LEFT TURN VICE RIGHT TURN.

### KLAMATH FALLS

**Klamath Falls Intl**

ASOS CMSND. PHONE 503-883-7503. FREQ TO BE CMSND AT A LATER DATE. (10/97)

### MEDFORD

**Rogue Valley Int'l - Medford**

ACTVT HIRL RY 14/32 (MED INTST ONLY; MALSR RY 14 - CTAF. (10/97)

### NEWPORT

**NEWPORT MUNI**

**FDC 7/3953** /ONP/ FI/P NEWPORT MUNI, NEWPORT, OR. ILS RWY 16 ORIG-A...MISSED APPROACH: CLIMB TO

600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AG-  
GET LOM/ONP 6 DME AND HOLD. THIS IS ILS RWY 16  
ORIG-B.

**FDC 7/1887** /ONP/ FI/T NEWPORT MUNI, NEWPORT, OR.  
ILS RWY 16, ORIG...LOC UNUSABLE FROM MM INBD.

## **NORTH BEND**

### **North Bend Muni**

**FDC 7/3863** /OTH/ FI/T NORTH BEND MUNI, NORTH  
BEND, OR. ILS RWY 4 AMDT 5...ADF REQUIRED.

## **PENDLETON**

### **Pendleton - Eastern Oregon Regional at Pendleton**

■ ASOS FREQ 134.375 CMSND.(11/97)

## **PORTLAND**

### **Portland Intl**

**FDC 7/3285** /PDX/ FI/T PORTLAND INTL, PORTLAND,  
OR. VOR/DME RWY 21, ORIG-A...PROC NA.

**FDC 7/1739** /PDX/ FI/T PORTLAND INTL, PORTLAND,  
OR. ILS RWY 10R (CAT II), AMDT 30C AND ILS RWY 10R  
(CAT III), AMDT 30C...PROC NA. MULTIPLE CRANES UP  
TO 325 FT MSL ON AIRPORT.

**FDC 7/1738** /PDX/ FI/T PORTLAND INTL, PORTLAND,  
OR. ILS RWY 10L, AMDT 1...S-ILS 10L MNMS NA; S-LOC  
10L DME MNMS: CAT A/B; MDA 480/HAT 454, VIS 3/4;  
CAT C MDA 480/HAT 454, VIS 1 1/4; CAT D MDA 480/HAT  
454, VIS 1 1/2. ILS RWY 10R, AMDT 30C...S-LOC 10R  
DME MNMS: CAT A/B/C MDA 400/HAT 380, RVR 24, CAT  
D MDA 400/HAT 380, RVR 40; CAT E MDA 400/HAT 380,  
RVR 50. HI-ILS/DME RWY 10R, AMDT 4...S-LOC 10R  
MNMS: CAT C MDA 400/HAT 380, RVR 24; CAT D/E MDA  
400/HAT 380, RVR 40. HI-TACAN RWY 10R, ORIG...S-10R  
MNMS: CAT C MDA 400/HAT 380, RVR 24; CAT D/E MDA  
400/HAT 380, RVR 50. TEMP CRANES NEAR CENTER OF  
AIRPORT.

**FDC 7/1135** /PDX/ FI/T PORTLAND INTL, PORTLAND,  
OR. MLS RWY 28L, ORIG-A...S-MLS 28L MINIMUMS  
NA. TEMP CRANES NEAR CENTER OF AIRPORT.

**FDC 7/3818** /HIO/ FI/T PORTLAND-HILLSBORO, PORT-  
LAND, OR. IFR TAKEOFF MINIMUMS AND DEP PROC,  
AMDT 4...NOTE: RWY 20, 81 FT AGL, TREES 1000 FT  
FROM DEP END OF RWY, 600 FT LEFT OF CENTERLINE.

## **REDMOND**

### **Redmond/Roberts Field**

**FDC 6/7391** /RDM/ FI/T REDMOND/ROBERTS FIELD,  
REDMOND, OR. VOR/DME RWY 22 AMDT 2. PROC NA.

## **PACIFIC**

## **AMERICAN SAMOA**

## **PAGO PAGO**

### **Pago Pago Intl**

**FDC 7/2878** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO,  
AQ. VOR/DME OR TACAN-A AMDT 3...VOR/DME OR  
TACAN-B AMDT 5...NOTE: WHEN CONTROL TOWER  
CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500  
FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISO-  
RIES. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CON-  
TROL TOWER CLOSED.

**FDC 7/2877** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO,  
AQ. ILS/DME RWY 5 AMDT 13...NOTE: WHEN CON-  
TROL TOWER CLOSED—1. NOT CONTROL AIRSPACE  
BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC  
ADVISORIES. IFR ALTN MNMS: STANDARD \* \*\* \*ILS  
CATS C/D 700-2. \*\*NA WHEN CONTROL TOWER  
CLOSED.

**FDC 7/2876** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO,  
AQ. VOR-D AMDT 5...NOTE: WHEN CONTROL TOWER  
CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500  
FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISO-  
RIES. IFR ALTN MNMS: ALL CATS 1100-3\*. \*NA WHEN  
CONTROL TOWER CLOSED.

**FDC 7/2875** /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO,  
AQ. NDB-C AMDT 6...IFR ALTN MNMS: STANDARD\*#.  
\*CAT D 800-2 1/4. #NA WHEN CONTROL TOWER  
CLOSED, EXCEPT FOR OPERS WITH APPROVED  
WEATHER REPORTING SERVICE.

## **GUAM**

## **AGANA**

### **Guam Intl**

**FDC 7/6963** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
EFF 2300-0430 UTC DAILY. ILS RWY 6L ORIG...DELETE  
NOTE: DME REQUIRED. ADD NOTE: RADAR RE-  
QUIRED. S-LOC 6L: NA. CHANGE MISSED APPROACH  
PROCEDURE TO READ: CLIMB TO 2600, THEN CLIMB-  
ING RIGHT HEADING 180 FOR RADAR VECTORS.

**FDC 7/6962** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
EFF 2300-0430 UTC DAILY. NDB/DME RWY 24R  
ORIG...PROC NA.

**FDC 7/5581** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
VOR/DME OR TACAN RWY 6L ORIG...CIRCLING MDA  
760/HAA 463 CAT A.

**FDC 7/5580** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
ILS RWY 6L ORIG...CIRCLING MDA 760/HAA 463 CAT A.

**FDC 7/5438** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
ILS RWY 6L ORIG...S-LOC 6L...MDA 580/HAT 324 ALL  
CATS.

**FDC 7/0023** /GUM/ FI/T GUAM INTL, AGANA, GUAM.  
VOR/DME OR TACAN RWY 6L ORIG...TACAN AZIMUTH  
UNUSABLE.

## **HAWAII**

## **HONOLULU**

### **Honolulu Intl**

**FDC 6/3035** /HNL/ FI/T HONOLULU INTL, HONOLULU,  
HI. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF  
MNMS FOR RWY 8R TO READ 500-2 OR STANDARD  
WITH A MNM CLIMB OF 250 FT PER NM TO 1000.

## **KAHULUI**

### **Kahului**

**FDC 7/7104** /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS  
RWY 2 AMDT 22B...HARPO INT /IAF/: FIXED BY THE  
LANAI/LNY/ VORTAC RADIAL 095 AND THE 185 BEAR-  
ING FROM VALLEY ISLAND/VYI/NDB. KEIKI INT/IAF/:  
FIXED BY THE LANAI/LNY/ VORTAC RADIAL 095 AND  
THE 218 BEARING FROM VALLEY ISLAND/VYI/NDB.

**FDC 7/3639** /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB  
RWY 20 AMDT 10...NOTE: WHEN LOCAL ALTIMETER  
NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH  
APPROVED WEATHER REPORTING SERVICE. IFR

ALTN MNMS: STANDARD CAT D 800-2 1/4. NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2839** /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*ILS CAT D 700-2. CAT E 1200-3. LOC CAT E 1200-3. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/2838** /OGG/ FI/T KAHULUI, KAHULUI, HI. VOR/DME OR TACAN OR GPS RWY 20 AMDT 8...VOR RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 7/2837** /OGG/ FI/T KAHULUI, KAHULUI, HI. LOC/DME BC RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED.

**FDC 7/2836** /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB/DME OR GPS RWY 2 AMDT 1B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD\*. \*NA WHEN CONTROL TOWER CLOSED.

## KAILUA-KONA

### Keahole-Kona Intl

**FDC 7/2879** /KOA/ FI/T KEAHOLE-KONA INTL, KAILUA-KONA, HI. ILS/DME RWY 17, AMDT 9...LOC RWY 17, AMDT 6...LOC BC RWY 35, AMDT 8...VOR/DME TACAN OR GPS RWY 17, AMDT 3...VOR OR TACAN OR GPS RWY 35, AMDT 6...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROCEDURE NOT AUTHORIZED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTERNATE MINS: STANDARD\* \*NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

## LANAI

### Lanai

**FDC 6/1356** /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS-A AMDT 5...BOYYR INT AND GRAMY INT: DME REQUIRED.

**FDC 6/1354** /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS RWY 3 AMDT 6A...GRAMY INT: DME REQUIRED.

## LIHUE

### Lihue

**FDC 7/6789** /LIH/ FI/T LIHUE, LIHUE, HI. TAKE-OFF MINIMUMS: RWY 21...NA. DEPARTURE PROC: RWY 21...NA. SPECIAL DEPARTURE PROC: RWY 21...NA.

**FDC 7/5475** /LIH/ FI/T LIHUE, LIHUE, HI. VOR/DME OR TACAN OR GPS RWY 35 AMDT 6...NAPUA INT /IAF/: RNAV EQUIPPED AIRCRAFT ONLY.

**FDC 7/5474** /LIH/ FI/T LIHUE, LIHUE, HI. ILS RWY 35 AMDT 5...DME REQUIRED. NAPUA INT /IAF/: RNAV EQUIPPED AIRCRAFT ONLY.

**FDC 7/5473** /LIH/ FI/T LIHUE, LIHUE, HI. VOR/DME OR TACAN OR GPS RWY 21 AMDT 3...GRAIL INT: RNAV EQUIPPED AIRCRAFT ONLY.

## N. MARIANA ISLAND

## ROTA ISLAND

### Saipan Intl

**FDC 7/6961** /GRO/ FI/T ROTA INTL, ROTA ISLAND, MP. EFF 2300-0430 DAILY. NDB RWY 9 AMDT 3A...NDB RWY 27 AMDT 3A...RADAR REQUIRED FROM GUAM CERAP TO 2000 FT OR ABOVE TO ROTA /GRO/ NDB.

## SAIPAN ISLAND

### Saipan Intl

**FDC 7/6960** /GSN/ FI/T SAIPAN INTL, SAIPAN ISLAND, MP. EFF 2300-0430 UTC DAILY. ILS/DME RWY 7 AMDT 5...NDB/DME RWY 7 AMDT 3...NDB/DME RWY 25 AMDT 2...NDB RWY 7 AMDT 4...RADAR REQUIRED FROM GUAM CERAP TO 5000 FT OR ABOVE TO SAIPAN /GSN/ NDB.

## TINIAN ISLAND

### West Tinian

**FDC 7/6958** /TNI/ FI/T WEST TINIAN, TINIAN ISLAND, MP. EFF 2300-0430 UTC DAILY. NDB-A ORIG...RADAR REQUIRED FROM GUAM CERAP TO 5000 FT OR ABOVE TO SAIPAN /GSN/ NDB.

**FDC 7/5912** /TNI/ FI/T WEST TINIAN, TINIAN ISLAND, MP. NDB-A AMDT 1...ALTN MNMS: STANDARD EXCEPT CAT C 800-2 1/4 CAT D 800 2 1/2. NA WHEN TERMINAL WEATHER NOT AVAILABLE (0900 UTC TO 2000 UTC). TERMINAL WEATHER AVAILABLE ON SAIPAN RADIO 123.6 (CTAF) FROM 2000 UTC TO 0900 UTC.

## PENNSYLVANIA

## ALLENTOWN

### Allentown/Lehigh Valley Intl

**FDC 7/5632** /ABE/ FI/T ALLENTOWN/LEHIGH VALLEY INTL, ALLENTOWN, PA. VOR OR TACAN OR GPS-A, AMDT 8...VOR PORTION NA.

## BRADFORD

### Bradford Regional

**FDC 7/7005** /BFD/ FI/T BRADFORD REGIONAL, BRADFORD, PA. ILS RWY 32 AMDT 9...RADAR REQUIRED. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 3900, THEN LEFT TURN DIRECT BFD VOR/DME AND HOLD SOUTHEAST, RIGHT TURN, 146 INBOUND.

## BUTLER

### Butler County/K W Scholter Field

**FDC 7/1985** /BTP/ FI/T BUTLER COUNTY/K W SCHOLTER FIELD, BUTLER, PA. ILS RWY 8 AMDT 4...RADAR REQUIRED. TRANSITION FROM ELWOOD CITY /EW/ VORTAC TO BLAHM OM/INT NA.

**FDC 7/1984** /BTP/ FI/T BUTLER COUNTY/K W SCHOLTER FIELD, BUTLER, PA. VOR OR GPS-A AMDT 5...VOR PORTION NA.

**FDC 7/1983** /BTP/ FI/T BUTLER COUNTY/K W SCHOLTER FIELD, BUTLER, PA. RNAV OR GPS RWY 26 AMDT 2...RNAV PORTION NA.

## CARLISLE

### Carlisle

**FDC 6/5198** /N94/ FI/T CARLISLE, CARLISLE, PA. NDB OR GPS RWY 28, AMDT 2A... S-28 MNMS NA.

## CLARION

### Clarion Co.

**FDC 7/6977** /11D/ FI/P CLARION CO, CLARION, PA. VOR/DME RNAV RWY 6 ORIG...CIRCLING CAT A MDA 1920/HAA 462. THIS IS VOR/DME RNAV RWY 6 ORIG-A.

**FDC 7/6976** /11D/ FI/P CLARION CO, CLARION, PA. VOR OR GPS-A AMDT 1...CIRCLING CAT A MDA 1920/HAA 462. THIS IS VOR OR GPS-A AMDT 1A.

## COATESVILLE

### Chester Co G. O. Carlson

**FDC 3/6835** /40N/ FI/T CHESTER CO G. O. CARLSON, COATESVILLE, PA. VOR RWY 29 AMDT 5A...PROC NA.

## CONNELLSVILLE

### Connellsville

**FDC 7/6978** /2G3/ FI/P CONNELLSVILLE, CONNELLSVILLE, PA. LOC RWY 5 AMDT 2...S-5 MDA 1620/HAT 365 ALL CATS. MNM ALT AT CAMOR NDB /FAF/ 3000 FT. THIS IS LOC RWY 5 AMDT 2A.

## EASTON

### Easton

**FDC 3/1619** /N43/ FI/T EASTON, EASTON, PA. VOR-C AMDT 2...PROCS NA.

## ERIE

### Erie Intl

**FDC 7/7003** /ERI/ FI/P ERIE INTL, ERIE, PA. RADAR-1 AMDT 7...ASR RWY 24 VIS CATS A/B 3/4. FOR INOP MALSR, INCREASE S-24 CATS A/B VIS TO 1. THIS IS RADAR-1 AMDT 7A.

## FRANKLIN

### Venango Regional

**FDC 7/6468** /FKL/ FI/P VENANGO REGIONAL, FRANKLIN, PA. ILS RWY 20 AMDT 4...ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1980 FT. THIS IS ILS RWY 20 AMDT 4A.

## GALETON

### Cherry Springs

**FDC 5/1853** /5G6/ FI/T CHERRY SPRINGS, GALETON, PA. VOR-A, AMDT 5A...WHEN BRADFORD ALTM NOT RECEIVED, USE WILLIAMSPORT ALSTG AND INCREASE CAMEN INT ALT TO 3600 AND INCREASE ALL MDAS 400 FT AND ALL VIS 1 MILE.

## INDIANA

### Indiana County/Jimmy Stewart Field

AWOS-3 CMSND. FREQ 126.62. PHONE 412-463-8551.(10/97)

**FDC 5/0785** /IDI/ FI/T INDIANA COUNTY/JIMMY STEWART FIELD, INDIANA, PA. NDB OR GPS-A AMDT 5...PROC NA.

## KUTZTOWN

### Kutztown

**FDC 7/6983** /N31/ FI/P KUTZTOWN, KUTZTOWN, PA. VOR-A ORIG...PROC NA AT NIGHT. THIS IS VOR-A ORIG-A.

## LATROBE

### Westmoreland County

**FDC 4/0601** /LBE/ FI/T WESTMORELAND COUNTY, LATROBE, PA. RNAV RWY 5 AMDT 1...S-5 MDA 2000/HAT 815 ALL CATS, VIS CAT A 1 MILE, B 1-1/4, C 2-1/2, D 2-3/4. CIRCLING MDA 2000/HAA 815 CATS A, B, C. VIS CAT A 1, B 1-1/4, C 2-1/2, CAT D HAA 1135. TDZE RWY 5 1185. CHG NOTE: WHEN CTLZ NOT IN EFFECT: 1 USE...AND MALSF RWY 23 - CTAF...TO...WHEN LCL ALTM NOT RECEIVED, USE ALLEGHENY COUNTY ALSTG AND INCR ALL MDAS TO 2700 AND VIS TO 3 MILES.

## PHILADELPHIA

### Northeast Philadelphia

**FDC 7/3015** /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV OR GPS RWY 15 AMDT 2...TRANSITION FROM BUCKS TO PACKS NA.

**FDC 7/2767** /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV OR GPS RWY 33 AMDT 4...TRANSITON FROM ECHEL TO FARES NA.

### Philadelphia Intl

**FDC 7/3016** /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV OR GPS RWY 17 AMDT 4...TRANSITION FROM BUCKS TO BROMA NA.

**FDC 6/9322** /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. ILS RWY 27L, AMDT 7...S-ILS 27L: DH 239/HAT 228 ALL CATS. S-LOC 27L: MISSED APCH IS I-GLC 0.40 DME. DME REQUIRED FOR S-LOC 27L.

## SOMERSET

### Somerset County

**FDC 4/1633** /2G9/ FI/T SOMERSET COUNTY, SOMERSET, PA. LOC RWY 24 AMDT 2...PT LT OUTBOUND 4500 FEET WITHIN 10NM OF SYS NDB (IAF). ADF REQUIRED.

## TOUGHKENAMON

### New Garden

**FDC 7/6729** /N57/ FI/P NEW GARDEN, TOUGHKENAMON, PA. VOR RWY 24 AMDT 7...CIRCLING MDA 960/HAA 524 ALL CATS. WILMINGTON ALSTG MNMS - CIRCLING MDA 1040/HAA 604 ALL CATS, VIS CAT C 1 3/4. THIS IS VOR RWY 24 AMDT 7A.

## TITUSVILLE

### Titusville

**FDC 7/3017** /6G1/ FI/T TITUSVILLE, TITUSVILLE, PA. VOR OR GPS-A AMDT 8...PROC NA AT NIGHT.

## YORK

### York

**FDC 7/4114** /THV/ FI/T YORK, YORK, PA. NDB OR GPS RWY 16, AMDT 4...CHANGE ALL REFERENCES TO RWY 16-34 TO RWY 17-35. GPS RWY 34, ORIG...CHANGE ALL REFERENCES TO RWY 16-34 TO RWY 17-35.



## **PUERTO RICO**

### **AGUADILLA**

#### **Rafael Hernandez**

**FDC 6/7935** /BQN/ FI/T RAFAEL HERNANDEZ, AGUADILLA, PR. VOR/DME OR GPS RWY 8 AMDT 1...GPS PORTION NA.

### **MAYAGUEZ**

#### **Eugenio Maria De Hostos**

**FDC 7/3828** /MAZ/ FI/T EUGENIO MARIA DE HOSTOS, MAYAGUEZ, PR. VOR OR GPS RWY 9, AMDT 8...S-9 MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 2500 DIRECT MAZ VOR/DME AND HOLD. ALTERNATE MINIMUMS: 1000-3, NA WHEN CLASS E AIRSPACE IS NOT IN EFFECT. WHEN CLASS E AIRSPACE NOT IN EFFECT, PROC NA. MSA FROM MAZ VOR/DME 045 TO 225 16000.

### **PONCE**

#### **Mercedita**

**FDC 3/3463** /PSE/ FI/T MERCEDITA, PONCE, PR. TAKE-OFF MINS...RWY 12 STANDARD. RWY 30 1000-3 OR STANDARD WITH MIN CLIMB OF 290 FT PER NM TO 1200. DEP PROC...RWY 12 CLIMB TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN. RWY 30 IMMEDIATE CLIMBING LEFT TURN TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN.

**FDC 0/2573** /PSE/ FI/T MERCEDITA, PONCE, PR. VOR RWY 30 AMDT 10...CIRCLING NA AT NIGHT.

### **SAN JUAN**

#### **Luis Munoz Marin Intl**

ASOS PHONE NR CHANGED TO 787-791-6200. (08/97)

**FDC 7/3656** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. VOR OR GPS RWY 26, AMDT 18A...VOR PORTION NA.

**FDC 7/3655** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-ILS/DME RWY 8, AMDT 2A...HI-TACAN RWY 8, AMDT 1A...HI-ILS/DME RWY 10, AMDT 2A...PROC NA.

**FDC 7/3654** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. GPS RWY 8, ORIG-A...TERMINAL ROUTE SANLO INT TO GUADE WP NA, SJU VORTAC TO GUADE WP NA.

**FDC 7/3653** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8, AMDT 7A...NDB RWY 10, AMDT 5A...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT PATTY LOM AND HOLD W, LT, 078 INBOUND.

**FDC 7/3652** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8, AMDT 15A...TERMINAL ROUTES SJU R-344 TO WESSEN INT VIA 12 DME ARC NA. SJU VORTAC TO WESSEN INT NA. ADF OR RADAR REQUIRED. MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT PATTY LOM AND HOLD W, LT, 078 INBOUND.

**FDC 7/3651** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4A...TERMINAL ROUTES VIA SJU 12 DME ARC NA. RADAR AND ADF REQUIRED. MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT PATTY LOM AND HOLD W, LT, 078 INBOUND.

**FDC 6/7424** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4...S-ILS-10 DH 316/HAT 307 ALL CATS. LOC FAF TO MAP 3.3 NM, MAP TO THLD .8 NM. HI-ILS/DME RWY 10...S-ILS-10 DH 316/HAT 307 ALL CATS. LOC FAF TO MAP 3.3 NM, MAP TO THLD .8 NM.

**FDC 6/6191** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8 AMDT 15A...S-ILS-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. HI-ILS/DME RWY 8...S-ILS-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. TEMPORARY CRANE 155 MSL 2338 FT WNW OF RWY 8.

**FDC 0/0590** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 10 AMDT 5...TERMINAL ROUTE FROM VARNA INT TO WESEN INT MIN ALT 3100.

**FDC 0/0392** /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8 AMDT 7...TERMINAL ROUTE FROM SANLO INT TO SJ LOM. MIN ALT 4100...NDB RWY 10 AMDT 5...TERMINAL ROUTE FROM SANLO INT TO SJ LOM MIN ALT 4100.

## **RHODE ISLAND**

### **PROVIDENCE**

#### **Theodore Francis Green State**

**FDC 7/6070** /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 5 AMDT 15...S-LOC 5: MDA 720/HAT 667 ALL CATS. VSBY CAT C RVR 6000. CAT D 1 1/2. CIRCLING: MDA 720/HAA 665 ALL CATS. VSBY CAT C 1 3/4.

**FDC 6/6350** /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23 AMDT 3...ILS/DME RWY 34 AMDT 8...VOR/DME RWY 34 AMDT 4...CIRCLING: CATS A/B MDA 560/HAA 505.

**FDC 6/0020** /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23 AMDT 3...INCREASE S-ILS 23 CAT A THRU D DH/HAT TO 301/250 AND INCREASE VIS CAT A THRU D TO RVR 4000, CHANGE S-LOC 23 CATS A & B VIS TO RVR 4000, ADD NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 23 AND FOR INOP MALSR INCREASE VIS S-LOC 23 CATS A & B TO 1 MILE.

## **SOUTH CAROLINA**

### **CLEMSON**

#### **Clemson-Oconee County**

**FDC 6/7281** /CEU/ FI/T CLEMSON-OCONEE COUNTY, CLEMSON, SC. VOR/DME OR GPS RWY 25, ORIG-A...VOR/DME PROC NA.

### **COLUMBIA**

#### **Columbia Owens Downtown**

**FDC 6/9398** /CUB/ FI/T COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. RNAV RWY 31 ORIG...PROC NA.

## DILLON

### Dillon County

**FDC 6/0104** /DLC/ FI/T DILLON COUNTY, DILLON, SC. NDB RWY 7, AMDT 5...S-7 MDA 1000, HAT 866. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D NA. CIRCLING MDA 1000, HAA 866. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D NA.

## FLORENCE

### Florence Regional

**FDC 6/0484** /FLO/ FI/T FLORENCE REGIONAL, FLORENCE, SC. RNAV OR GPS RWY 27, AMDT 2...RNAV TERMINAL ROUTES: HICKE INT/DME FIX TO DALLA WP NA. NUTAL INT/DME FIX TO DALLA WP NA. PEGIE INT/DME FIX TO DALLA WP MIN ALT 4000.

## GEORGETOWN

### Georgetown County

**FDC 6/9426** /GGE/ FI/T GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5 AMDT 5...TRM RTE FROM PLANN TO GEORGETOWN NDB NA.

## GREER

### Greenville-Spartanburg

**FDC 7/1946** /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. NDB RWY 3, AMDT 14A...PROCEDURE TURN COURSE: 217 OUTBOUND, 037 INBOUND. FINAL APPROACH: 037.

## LAKE CITY

### Lake City Muni CJ Evans Field

**FDC 7/1893** /51J/ FI/T LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A, AMDT 1A...CIRCLING CATS A/B MDA 740/HAA 665.

## MOUNT PLEASANT

### East Cooper

**FDC 7/5214** /8SS/ FI/T EAST COOPER, MOUNT PLEASANT, SC. RNAV OR GPS RWY 17, ORIG...S-17 MDA 500/HAT 487 CATS A/B/C. CIRCLING MDA 500/HAA 487 CATS A/B/C.

## MYRTLE BEACH

### Myrtle Beach Intl

**FDC 6/9425** /MYR/ FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. VOR/DME-A ORIG...FLORENCE /FLO/ R-148 TO PLANN INT NA. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 3000 VIA CRE R-234 TO PLANN 24 DME AND HOLD.

**FDC 6/9424** /MYR/ FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 17 ORIG...FLORENCE /FLO/ R-148 TO PLANN INT NA. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 VIA CRE R-234 TO PLANN 24 DME AND HOLD. CHANGE NOTE TO READ: DME REQUIRED.

## ROCK HILL

### Rock Hill/York County/Bryant Field

**FDC 7/6607** /29J/ FI/T ROCK HILL/YORK COUNTY/BRYANT FIELD, ROCK HILL, SC. VOR/DME OR GPS-B AMDT 5A...VOR/DME PORTION NA.

## SPARTANBURG

### Spartanburg Downtown Memorial

**FDC 7/6659** /SPA/ FI/T SPARTANBURG DOWNTOWN MEMORIAL, SPARTANBURG, SC. RNAV OR GPS RWY 5, AMDT 6B...VOR RNAV PORTION NA.

## WALTERBORO

### Walterboro Muni

**FDC 7/1864** /RBW/ FI/T WALTERBORO MUNI, WALTERBORO, SC. NDB OR GPS RWY 23, AMDT 11...S-23 MDA 680/HAT 581 ALL CATS. CIRCLING MDA 680/HAA 581 ALL CATS.

## SOUTH DAKOTA

## HURON

### Huron Regional

RY 17/35 NOW 4300 FT BY 75 FT.(10/97)

## MADISON

### Madison Muni

**FDC 5/1716** /MDS/ FI/T MADISON MUNI, MADISON, SD. VOR/DME OR GPS RWY 33, AMDT 3...VOR/DME PROC NA.

## SIOUX FALLS

### Joe Foss Field

**FDC 7/6234** /FSD/ FI/T JOE FOSS FIELD, SIOUX FALLS, SD. HI-ILS RWY 3, AMDT 26...HI-ILS RWY 3, AMDT 7...NDB OR GPS RWY 3, AMDT 23...ILS RWY 21, AMDT 8A...HI-ILS RWY 21, AMDT 5...VOR/DME OR TACAN OR GPS RWY 33, AMDT 10...HI-TACAN RWY 33, AMDT 1...VOR OR TACAN OR GPS RWY 15, AMDT 19...HI-TACAN RWY 15, AMDT 16...CIRCLING MDA 2040/HAA 611, CAT C/D, VSBY 1-3/4 CAT C. RADAR INSTRUMENT APPROACH MINIMUMS...ASR: S-21 MDA 2000/HAT 571 ALL CATS, CAT C RVR 5000, CAT D RVR 6000, VSBY CAT E 2. CIRCLING MDA 2000/HAA 571 CAT A/B. MDA 2040/HAA 611, CAT C/D. VSBY 1-3/4 CAT C. (TEMPORARY CRANE 1686 MSL OPERATING 1.7 NM NNE OF RWY 21 5997 FT E OF RWY CENTERLINE.)

**FDC 7/6231** /FSD/ FI/T JOE FOSS FIELD, SIOUX FALLS, SD. HI-ILS RWY 21 AMDT 5...DELETE NOTE: AUTOPILOT COUPLED APPROACH NOT AUTHORIZED. DELETE NOTE: GLIDE SLOPE UNUSABLE BELOW 1605 MSL.

## WATERTOWN

### Watertown muni

RY 12/30 NOW 6600 FT BY 150 FT.(10/97)

## TENNESSEE

## ARLINGTON

### Arlington Muni

**FDC 6/3717** /LHC/ FI/T ARLINGTON MUNI, ARLINGTON, TN. LOC RWY 15, AMDT 1...ADF AND RADAR REQUIRED, TRANSITION ROUTE FROM MEM VORTAC TO BOLTN INT IS NA.

## BRISTOL-JOHNSON-KINGSPORT

### Tri-Cities Regional

**FDC 7/6279** /TRI/ FI/P TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN/VA. ILS RWY 23,

AMDT 24A. ILS RWY 23 (CAT II), AMDT 24A...ADD NOTE: ILS UNUSEABLE INSIDE THLD. THIS IS ILS RWY 23, AMDT 24B AND ILS RWY 23 (CAT II), AMDT 24B.

**FDC 5/2690** /TRI/ FI/T TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN. RADAR 1 AMDT 15...ASR 5: MINIMUM ALTITUDE 3 MILES FROM THRESHOLD 2400. MDA 2080/HAA 582 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4.

## CENTERVILLE

### Centerville Muni

**FDC 7/7021** /GHM/ FI/T CENTERVILLE MUNI, CENTERVILLE, TN. VOR/DME OR GPS RWY 2, AMDT 2...VOR/DME PORTION NA.

**FDC 7/7020** /GHM/ FI/T CENTERVILLE MUNI, CENTERVILLE, TN. VOR RWY 2, AMDT 6...PROC NA.

## CHATTANOOGA

### Chattanooga/Lovell Field

**FDC 6/7284** /CHA/ FI/T CHATTANOOGA/LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 6...S-ILS-2: DH 895/HAT 213 ALL CATS. NOTE: GLIDE SLOPE UNUSEABLE BELOW 895 MSL. AUTOPILOT COUPLED APPROACHES NA.

## CLARKSVILLE

### Outlaw Field

**FDC 6/0505** /CKV/ FI/T OUTLAW FIELD, CLARKSVILLE, TN. NDB OR GPS RWY 35, AMDT 5B. LOC RWY 35, AMDT 5B. MNM PT ALT OUTBOUND 2500.

## DICKSON

### Dickson Muni

**FDC 7/7018** /MO2/ FI/T DICKSON MUNI, DICKSON, TN. VOR/DME OR GPS RWY 17, AMDT 4...VOR/DME PORTION NA.

## JACKSON

### McKellar-Sipes Regional

**FDC 7/1222** /MKL/ FI/T MCKELLAR-SIPES REGIONAL, JACKSON, TN. LOC BC RWY 20, AMDT 5A...TERMINAL ROUTES: MIOLA INT TO MCKELLAR /MKL/ VOR/DME. MIN ALTITUDE 2500. MCKELLAR /MKL/ VOR/DME TO PIPKI INT /IAF/. MIN ALTITUDE 2500. PIPKI INT PROC TURN. MIN ALTITUDE 2500.

## JAMESTOWN

### Jamestown Muni

**FDC 4/6563** /2A1/ FI/T JAMESTOWN MUNI, JAMESTOWN, TN. VOR/DME-A AMDT 1...CIRCLING MDA 2700 /HAA 1006 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

## JASPER

### Marion County-Brown Field

**FDC 5/0522** /APT/ FI/T MARION COUNTY-BROWN FIELD, JASPER, TN. NDB OR GPS RWY 4 AMDT 4...ADD NOTE: CIRCLING SOUTH EAST OF RWY 4-22 NA.

## KNOXVILLE

### McGhee-Tyson

**FDC 7/6925** /TYS/ FI/T MCGHEE-TYSON, KNOXVILLE, TN. ILS RWY 23R AND ILS RWY 23R (CAT II), AMDT 10A...PROCEDURE TURN INBOUND: MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED. HI-ILS RWY 23...AFTER INTERCEPTING

LOCALIZER, MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED.

**FDC 5/4320** /TYS/ FI/T MCGHEE-TYSON, KNOXVILLE, TN. HI-VOR/DME OR TACAN RWY 5L AMDT 1...VOR/DME MINIMUMS NA.

## MEMPHIS

### General DeWitt Spain

**FDC 7/5251** /MO1/ FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. IFR DEPARTURE PROCEDURE. ORIG...TAKE-OFF MNMS: RWY 16: 600-2 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 800. RWY 34: STANDARD. IFR DEPARTURE PROCEDURE: RWYS 16/34: CLIMB RUNWAY HEADING TO 900 THEN CLIMB ON COURSE.

### Memphis Intl

**FDC 7/6667** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 18L, ORIG...S-LOC 18L MDA 820/HAT 519 ALL CATS. VIS RVR CAT C 5000, CAT D 6000. ILS RWY 18R, AMDT 11...S-LOC 18R MDA 820/HAT 527 ALL CATS. VIS RVR CAT C 5000, CAT D 6000. RADAR-1, AMDT 37B...S-18L MDA 980/HAT 687 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4, CIRCLING MDA 980/HAA 648 ALL CATS.

**FDC 7/6164** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36L, AMDT 12...S-LOC MDA 820/HAT 500 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000.

**FDC 7/6163** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR-1, AMDT 37B...ASR S-18C: PROC NA ASR S-36C: PROC NA. ASR S-9: MDA 800/HAT 541 ALL CATS. ASR S-27: MDA 780/HAT 488 ALL CATS. ASR S-36L: MDA 820/HAT 500 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. ASR CIRCLING: CAT A MDA 860/HAA 525, CAT B/C/D MDA 920/HAA 585.

**FDC 6/9064** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 27 AMDT 1A...PT RIGHT SIDE OF CRS 090.97 OUTBOUND, 1900 FT WITHIN 10 MI OF SOCIT OM. FAC 270.97. MISSED APPROACH HOLDING AT AULON LOM: HOLD W, RT 090.97 INBOUND. CIRCLING: CAT A, MDA 860/HAA 525. CAT B/C/D MDA 920/HAA 585. ADD NOTE: ADF, DME OR RADAR REQUIRED.

**FDC 6/9008** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB RWY 36C, AMDT 7A...PROC NA.

**FDC 6/9007** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB OR GPS RWY 9 AMDT 25D...PROC NA.

**FDC 6/9000** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 9 AMDT 24B...PT LEFT SIDE OF CRS 270.96 OUTBOUND 1800 FT WITHIN 10 MI OF AULON LOM. FAC 090.96. MISSED APPROACH HOLDING AT ELVIS LOM: HOLD S, RT, 358.01 INBOUND. CIRCLING CAT A, MDA 860/HAA 525. CAT B/C/D MDA 920/HAA 585.

**FDC 5/1320** /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 27, AMDT 1A...SI-ILS 27 DH 659/HAT 367 ALL CATS. VIS 3/4 ALL CATS. ADD NOTES: GS UNUSABLE BELOW 659 MSL. FOR INOPERATIVE MALSR, INCREASE S-ILS-27 VISIBILITY TO 1 1/4 ALL CATS.

## MILLINGTON

### Millington/Charles W. Baker

**FDC 5/5296** /2M8/ FI/T MILLINGTON/CHARLES W. BAKER, MILLINGTON, TN. VOR/DME RWY 18, ORIG...USE MEMPHIS NAS/MILLINGTON MUNI ALSTG, WHEN NOT RECEIVED USE MEMPHIS ALSTG AND INCREASE ALL MDAS 20 FEET.

### Millington Muni

**FDC 7/6739** /NQA/ FI/T MILLINGTON MUNI, MILLINGTON, TN. VOR/DME RWY 22, AMDT 1. S-22 MDA 920/HAT 600 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 920/HAA 600 ALL CATS. MEMPHIS ATSTG

MNMS: S-22 MDA 960/HAT 640 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 960/HAA 640 ALL CATS. VIS CAT C 1 3/4.

## NASHVILLE

### Nashville Intl

**FDC 7/2353** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. RADAR-1 AMDT 22A...RWY 20R - 1160 MDA/582 HAT ALL CATS; VIS CAT C 1 1/2, CAT D 1 3/4. RWY 20L - 1160 MDA/609 HAT ALL CATS. CIRCLING 1160 MDA 561 HAA CATS A/B/C VIS 1 3/4 CAT C.

**FDC 7/2351** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 20R AMDT 7...DME MNMS NA.

**FDC 7/2350** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R AMDT 6...DME OR RADAR MNMS NA. S-LOC-20R: MDA 1160/HAT 582 ALL CATS. CIRCLING: MDA 1160/HAA 561 CATS A/B/C.

**FDC 7/0941** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...MDA AT TEPEA/I-BNA 5 DME FIX: 1800. NDB OR GPS RWY 20R, AMDT 7...DME MINIMUMS NA.

**FDC 7/0770** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 2L, AMDT 7A...GLIDE SLOPE INTERCEPT POINT: CHANGE GLIDE SLOPE INTERCEPT TO DIKNS I-BNA 8.7 DME/ RADAR FIX AT ALT 3000.

**FDC 6/3460** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...DME OR RADAR REQUIRED. MINIMUM ALTITUDE AT TEPEA/I-BNA 5.0 DME/RADAR FIX 1800. USE ONLY 'TEPEA RADAR OR DME MINIMUMS'.

**FDC 6/3204** /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. VOR/DME OR GPS RWY 13, AMDT 12. VOR/DME CIRCLING MINIMUMS AUTHORIZED. S-13 MINIMUMS AND GPS MINIMUMS NA.

## PARIS

### Henry County

**FDC 4/2920** /PHT/ FI/T HENRY COUNTY, PARIS, TN. NDB OR GPS RWY 2 AMDT 2A...S-2 VIS CAT A/B 3/4. CIRC CAT D MDA 1360/HAA 780 VIS 2 1/2. ADD NOTE: INOP TABLE DOES NOT APPLY TO CAT C.

## SAVANNAH

### Savannah-Hardin County

**FDC 7/6452** /SNH/ FI/P SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. VOR/DME RWY 18, AMDT 5B...CHANGE ALL REFERENCES TO RWY 18-36 TO RWY 19-01. THIS IS VOR/DME RWY 19, AMDT 5C.

**FDC 7/6451** /SNH/ FI/T SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. IFR DEPARTURE MINIMUMS: RWYS 01, 19 300-1.

**FDC 7/4113** /SNH/ FI/T SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. SDF RWY 18, AMDT 3A...NDB OR GPS RWY 18, AMDT 3A...PROC NA.

## TULLAHOMA

### Tulahoma Regional/WM Northern Field

**FDC 6/2044** /THA/ FI/T TULLAHOMA REGIONAL/WM NORTHERN FIELD, TULLAHOMA, TN. VOR OR GPS-A, AMDT 3A...DELETE REFERENCE TO AYX VOR. DME REQUIRED. CHANGE ESTIL INT TO ESTIL/19.6 DME FIX. MISSED APPROACH: CLIMBING RIGHT TURN TO 3400 VIA SYI R-140 TO ESTIL/19.6 DME AND HOLD. CIRCLING HAA CATS A,B,C 478, CAT D 558.

## WAVERLY

### Humphreys County

**FDC 7/7019** /OM5/ FI/T HUMPHREYS COUNTY, WAVERLY, TN. VOR/DME OR GPS-A, AMDT 2C...VOR/DME PORTION NA.

## TEXAS

## ALICE

### Alice Intl

**FDC 7/0758** /ALI/ FI/T ALICE INTL, ALICE, TX. VOR OR GPS-A AMDT 13...CIRCLING MDA 1160/HAA 982 ALL CATS, VIS CAT A 1-1/4, CAT B 1-1/2, CAT D/D 3.

## AMARILLO

### Amarillo Intl

**FDC 7/5941** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. ILS RWY 4, AMDT 21A...HI-ILS RWY 4...S-LOC 4: MDA 4060 HAT 455 ALL CATS.

**FDC 7/1907** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. NDB OR GPS RWY 4, AMDT 16...CHANGE MISSED APPROACH TO: CLIMB TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT, 211 INBOUND.

**FDC 7/1906** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. HI-ILS 4...DELETE ALL REFERENCES TO I-AMA DME. DELETE PROFILE NOTE: USE I-AMA WHEN ON LOC COURSE. DELETE VDP. ADD NOTE: DME OR RADAR REQUIRED.

**FDC 7/1905** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. ILS RWY 4, AMDT 21A...ADD NOTE: ADFOR RADAR REQUIRED. CHANGE MISSED APPROACH TO: CLIMB TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT, 211 INBOUND. (TACAN AIRCRAFT CLIMB TO 5000 DIRECT AMA VORTAC THEN VIA R-118 TO CAUDE INT/AMA 13 DME AND HOLD SE, RT, 298 INBOUND.

**FDC 7/1301** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. HI-VOR/DME OR TACAN-A...CIRCLING MDA CAT C 4340/HAA 735, VIS 2. CIRCLING MDA CAT D 4340/HAA 735, VIS 2-1/4.

**FDC 6/5793** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. VOR RWY 22, ORIG...CHANGE MISSED APPROACH TO: CLIMB TO 4200, THEN CLIMBING LEFT TURN TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT 211 INBOUND. (TACAN AIRCRAFT CLIMB TO 5000 HDG 210, THEN LEFT TURN DIRECT TO CAUDE INT/AMA 13 DME AND HOLD SE, RT, 298 INBOUND.

**FDC 6/5257** /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. GPS RWY 22, ORIG...GPS RWY 22 NA.

### Tradewind

**FDC 7/2873** /TDW/ FI/T TRADEWIND, AMARILLO, TX. NDB OR GPS-A, AMDT 13...CIRCLING: CAT A MDA 4220, HAA 572. TERMINAL ROUTE YOCAN INT TO AM LOM 5500 FT. MINIMUM FAF ALTITUDE 4600 FT.

## ANAHUAC

### Chambers County

**FDC 7/2557** /T00/ FI/T CHAMBERS COUNTY, ANAHUAC, TX. GPS RWY 12, ORIG...RADAR REQUIRED.

## ANDREWS

### Andrews County

**FDC 7/1199** /E11/ FI/T ANDREWS COUNTY, ANDREWS, TX. NDB OR GPS RWY 15, AMDT 2...GPS PORTION NA.

## ARLINGTON

### Arlington Muni

**FDC 7/7341** /F54/ FI/T ARLINGTON MUNI, ARLINGTON, TX. VOR/DME RWY 34, AMDT 6...CIRCLING: CAT A-C MDA 1200 HAA 569. GPS RWY 34, ORIG...CIRCLING: CAT A-C MDA 1200 HAA 569. FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS. CIRCLING: CAT A-C MDA 1200 HAA 609 CAT C VIS 1 3/4. VOR/DME RNAV RWY 34, AMDT 5...CIRCLING: CAT A-C MDA 1200 HAA 569. FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS. CIRCLING: CAT A-C MDA 1240 HAA 609 CAT C VIS 1 3/4. TEMPORARY CRANE 885 MSL 0.84 NM NW RWY 16.

## ATLANTA

### Atlanta Muni

**FDC 6/2077** /ATA/ FI/T ATLANTA MUNI, ATLANTA, TX. NDB OR GPS RWY 5, AMDT 2...S-5: MDA 1220/HAT 950, ALL CATS. CIRCLING: MDA 1220/HAA 950, ALL CATS. NOTE: USE TEXARKANA ALSTG, WHEN NOT RECEIVED, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCREASE ALL MDAs 20 FT AND CATS B AND C VIS 1/4 MILE.

## AUSTIN

### Robert Mueller Muni

**FDC 7/5778** /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. ILS RWY 13R AMDT 9...ILS RWY 31L AMDT 32A...DME OR RADAR REQUIRED.

## BAYTOWN

### Baytown

**FDC 6/8809** /HPY/ FI/T BAYTOWN, BAYTOWN, TX. NDB R3Y 32, ORIG-A...S-32: MDA 700/HAT 667 ALL CATS. CIRCLING MDA 700/HAA 667 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS: S-32 MDA 760/HAT 727 ALL CATS. CIRCLING MDA 760/HAA 727 ALL CATS.

## BEAUMONT

### Beaumont Muni

**FDC 6/3548** /BMT/ FI/T BEAUMONT MUNI, BEAUMONT, TX. VOR/DME OR GPS RWY 31 AMDT 3...VOR/DME PORTION NA.

## BEAUMONT-PORT ARTHUR

### Jefferson County

**FDC 7/4082** /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT-PORT ARTHUR, TX. VOR RWY 12, AMDT 9...S-12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

**FDC 7/4081** /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT-PORT ARTHUR, TX. ILS RWY 12, AMDT 22...S-LOC-12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E RVR 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

**FDC 7/4080** /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT-PORT ARTHUR, TX. ASR RWY 12, AMDT 8...S-12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E RVR 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

**FDC 7/4079** /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT-PORT ARTHUR, TX. NDB OR GPS RWY 12, AMDT 18...S-12 MDA 560/HAT 544 ALL CATS. VIS CAT C

RVR 5000. CAT D 1 1/2. CIRCLING MDA 560/HAA 544 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

## BORGER

### Hutchinson County

RY 17/35 NOW 6300 FT BYT 100 FT. RY 21 THLD NO LONGER DSPLCD. (10/97)

## BRENHAM

### Brenham Muni

**FDC 7/5558** /11R/ FI/T BRENHAM MUNI, BRENHAM, TX. GPS RWY 34, ORIG...S-34 MDA 720, HAT 438 ALL CATS. CAT C VIS 1 1/4. CAT D VIS 1 1/2. COLLEGE STATION ALSTG MNMS S-34 MDA 780, HAT 498 ALL CATS. MNM ALT AT 2 NM FROM MODSY WP 860.

## BRYAN

### Coulter Field

**FDC 6/3294** /CFD/ FI/T COULTER FIELD, BRYAN, TX. VOR/DME OR GPS-A, AMDT 2...MSA FROM COLLEGE STATION (CLL) VORTAC, SECTOR 120-360 2300.

## BURNET

### Burnet Muni Kate Craddock Field

**FDC 7/3787** /BMQ/ FI/T BURNET MUNI KATE CRADDOCK FIELD, BURNET TX. VOR/DME RNAV OR GPS RWY 19, AMDT 3...VOR/DME RNAV PORTION NA. RNAV DESCENT ANGLE NA.

## CHILDRESS

### Childress Muni

RY 17/35 MIRL RTS. (10/97)

## CLEBURNE

### Cleburne Muni

RY 15/33 NOW 5700 FT BY 100 FT. RY 15 THLD DSPLCD 186 FT. RY 33 THLD NO LONGER DSPLCD. (10/97)

**FDC 7/6432** /F18/ FI/T CLEBURNE MUNI, CLEBURNE, TX. VOR/DME RNAV RWY 33, ORIG...PROCEDURE NA. VOR/DME-A, ORIG...CIRCLING TO RWY 33 NA. VOR/DME RNAV RWY 15, ORIG...CIRCLING TO RWY 33 NA.

## COLLEGE STATION

### Easterwood Field

**FDC 7/5876** /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS RWY 34, AMDT 10A...COUTH INT IS INITIAL APPROACH FIX (IAF).

## COMMERCE

### Commerce Muni

**FDC 3/2288** /2F7/ FI/T COMMERCE MUNI, COMMERCE, TX. VOR/DME-A AMDT 1A...MSA 25 NM SLR VOR/DME 2600.

## DALLAS

### Addison

**FDC 7/6820** /ADS/ FI/T ADDISON, DALLAS, TX. NDB OR GPS RWY 15 AMDT 5...S-15: MDA 1200/HAT 556. CAT C VIS 1-1/4. CAT D VIS 1-1/2. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS S-15: MDA 1240/HAT 596. CAT C VIS 1-1/4. CAT D VIS 1-1/2. (TEMPORARY CRANE 896 MSL 3.1 NM NORTH OF RWY 15.)

**FDC 7/6679** /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 15, AMDT 19...NDB OR GPS RWY 15, AMDT 5...CIRCLING CAT A-C MDA 1220 HAA 576. DALLAS LOVE

FIELD ALTIMETER SETTING MINIMUMS. CIRCLING CAT A-C MDA 1260 HAA 616 CAT C VIS 1 3/4. TEMPORARY CRANE 909 FT MSL 1.47 NM SE RWY 15.

**FDC 7/5986** /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 33, AMDT 1...S-ILS 33: DH 911, HAT 267 ALL CATS. DALLAS LOVE FIELD ALSTG MNMS: S-ILS 33: DH 950/HAT 306 AL CATS.

#### **Dallas-Fort Worth Intl**

**FDC 7/7256** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 36R, AMDT 1...MISSED APPROACH: CLIMBING LEFT TURN TO 5000 VIA DFW R-304 TO KAGLE INT/DFW 35 DME. THIS IS CONVERGING ILS RWY 36R, AMDT 1A.

**FDC 7/7255** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 36R, AMDT 2...MISSED APPROACH: CLIMBING LEFT TURN TO 5000 VIA DFW R-304 TO KAGLE INT/DFW 35 DME. THIS IS ILS RWY 36R, AMDT 2A.

**FDC 7/7254** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 36L, AMDT 5...MISSED APPROACH: CLIMBING LEFT TURN TO 5000 VIA DFW R-304 TO KAGLE INT/DFW 35 DME. THIS IS ILS RWY 36L, AMDT 5A.

**FDC 7/7253** /DFW/ FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 36L, AMDT 3...MISSED APPROACH: CLIMBING LEFT TURN TO 5000 VIA DFW R-304 TO KAGLE INT/35 DME. THIS IS CONVERGING ILS RWY 36L, AMDT 3A.

#### **Dallas-Love Field**

**FDC 7/6427** /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. RADAR-1, AMDT 26...ASR 13L PROC NA. ASR 13R PROC NA.

**FDC 7/5009** /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31R, AMDT 3...S-ILS 31R-ALL CATS VIS 3/4. INOP TABLE DOES NOT APPLY. DME MINIMUMS S-LOC 31R-CAT A/B VIS 3/4. FOR INOP MALSR INCREASE CAT A/B VIS 1/4 MILE.

### **DEL RIO**

#### **Del Rio Intl**

**FDC 7/6544** /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. LOC RWY 13, AMDT 3...NDB RWY 13, AMDT 2...GPS RWY 13, ORIG...CIRCLING MDA 1640/HAA 641 CAT D. LAUGHLIN AFB ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1660/HAA 661 CAT D.

### **EASTLAND**

#### **Eastland Muni**

**FDC 6/7844** /ETN/ FI/T EASTLAND MUNI, EAST LAND, TX. NDB OR GPS RWY 35, AMDT 1...TRANSITION FROM CISSI INT TO OIP NDB NA. RADAR REQUIRED.

### **FORT STOCKTON**

#### **Fort Stockton-Pecos County**

**FDC 7/1205** /FST/ FI/T FORT STOCKTON-PECOS COUNTY, FORT STOCKTON, TX. VOR OR GPS RWY 12, AMDT 7A...GPS PORTION NA.

### **FORT WORTH**

#### **Fort Worth Alliance ILS/DME Ry 16L**

(I-UPE) LOC UNUSABLE BYD 30 DEGS RIGHT OF CNTRLN. (11/97)

#### **Fort Worth Alliance**

**FDC 7/6818** /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L ORIG-B...S-16L: MDA 1160/HAT 445. CAT C VIS 1. CAT D VIS 1-1/4. (TEMPORARY CRANE 908 MSL 1.7 NM NORTH OF RWY 16L.)

#### **Fort Worth Meacham Intl**

**FDC 7/7331** /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. NDB OR GPS RWY 34R, AMDT 6...PROC NA.

**FDC 6/7854** /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 16L, AMDT 6...NDB OR GPS RWY 16L, AMDT 4...MISSED APPROACH: CLIMB STRAIGHT AHEAD TO 3000, EXPECT RADAR VECTORS.

### **HARLINGEN**

#### **Rio Grande Valley Intl**

**FDC 7/0804** /HRL/ FI/T RIO GRANDE VALLEY INTL, HARLINGEN, TX. ILS RWY 17R AMDT 11...NDB OR GPS RWY 17R AMDT 11...NDB RWY 17L AMDT 5...RAYMO INT UNUSBL BLO 5000. FEEDER ROUTE FROM HRL VOR/DME NA. LOC BC RWY 35L AMDT 12...FEEDER ROUTE FROM HRL VOR/DME NA. VOR OR GPS RWY 13 AMDT 11...VOR AND DME PORTIONS NA.

### **HENDERSON**

#### **Rusk County**

**FDC 6/2440** /F12/ FI/TRUSK COUNTY, HENDERSON, TX. NDB OR GPS RWY 16, AMDT 2...PROC NA.

### **HEREFORD**

#### **Hereford Muni**

**FDC 7/1200** /HRX/ FI/T HEREFORD MUNI, HEREFORD, TX. NDB OR GPS RWY 21, AMDT 2...GPS PORTION NA.

### **HOUSTON**

#### **Clover Field**

**FDC 7/7244** /T02/ FI/P CLOVER FIELD, HOUSTON, TX. CORRECT U.S. TERMINAL PROCEDURES, SOUTH CENTRAL (SC) VOL 3 OF 4, DATED 6 NOV 97, PAGE 149, VOR-A, ORIG...MISSED APPROACH SHOULD READ: CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3000 DIRECT MHF VOR/DME AND HOLD.

#### **George Bush Intercontinental Airport**

**FDC 7/7002** /IAH/ FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT, HOUSTON, TX. ILS RWY 8, AMDT 18B...S-LOC 8: MDA 500/HAT 403 ALL CATS. VSBY CAT C RVR 4000, CAT E RVR 5000. TEMPORARY CRANE 228 MSL 3.9 NM W OF RWY 8.

**FDC 7/3649** /IAH/ FT/T GEORGE BUSH INTERCONTINENTAL AIRPORT, HOUSTON, TX. GPS RWY 26, ORIG...S-26: MDA 640/HAT 544, ALL CATS.

**FDC 6/8885** /IAH/ FI/T HOUSTON INTERCONTINENTAL, HOUSTON, TX. ILS RWY 32R, AMDT 9B...PROCEDURE TURN NA. RADAR VECTORS REQUIRED.

#### **West Houston**

**FDC 4/5795** /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. RNAV RWY 15 AMDT 2...FEEDER RTE FROM HUMBLE VORTAC TO JOSEY WP NA. MISSED APPROACH HOLDING AT COART WP MIN ALT 2500.

**FDC 4/5794** /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. RNAV RWY 33 AMDT 2...FEEDER RTE FROM HUMBLE VORTAC TO COART WP NA. HOLD IN LIEU AT COART WP MIN ALT 2500.

## LAREDO

### Laredo Intl

**FDC 7/1762** /LRD/ FI/T LAREDO INTL, LAREDO, TX. VOR/DME OR TACAN OR GPS RWY 14 AMDT 9...S-14 MDA 940/HAT 342 ALL CATS. VOR OR TACAN OR GPS RWY 32 AMDT 9A...S-32 MDA 940/HAT 446 ALL CATS. TEMPORARY CRANE 755 MSL 4000 FT W OF RWY 35L.

## LLANO

### Llano Muni

RY 17/35 NOW 4204 FT BY 50 FT. RY 17/35 LIRL CHANGED TO MIRL. ACTVT MIRL RY 17/35 - CTAF. (10/97)

## LONGVIEW

### Gregg County

**FDC 7/2909** /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. ILS RWY 13, AMDT 11...WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCR ALL MDAs 160 FEET AND ALL VIS 1/2 MILES. WHEN LOCAL ALSTG NOT RECEIVED, ALTERNATE MNMS NA. ADF OR DME REQUIRED.

**FDC 7/2820** /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. VOR/DME OR TACAN RWY 31, AMDT 6. VOR/DME RNAV RWY 22, AMDT 6. VOR OR TACAN RWY 13, AMDT 20. NDB RWY 13, AMDT 14. WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALTIMETER SETTING AND INCREASE ALL MDAs 160 FEET AND CAT C AND D VISIBILITIES TO 1 1/2 MILES.

## LUBBOCK

### Lubbock Intl

**FDC 7/7097** /LBB/ FI/T LUBBOCK INTL, LUBBOCK, TX. LOC BC RWY 35L, AMDT 17A...MINIMUM ALTITUDE ENZIE INT 3820. S-LOC 35L: MDA 3820/HAT 567 ALL CATS. VIS CAT E 2. CIRCLING: MDA 3820/HAA 539 CATS A/B/C.

**FDC 7/6908** /LBB/ FI/P LUBBOCK INTL, LUBBOCK, TX. VOR/DME OR TACAN RWY 26, AMDT 10...S-26 VSBY CAT A/B 1. CHANGE INOPERATIVE TABLE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY. THIS IS VOR/DME OR TACAN RWY 26, AMDT 10A.

**FDC 7/6649** /LBB/ FI/P LUBBOCK INTL, LUBBOCK, TX. LOC BC RWY 35L, AMDT 17...TERMINAL ROUTE FROM FRITS/I-LBB 11.9 DME/RADAR (IAF) TO FRIER BCM/I-LBB 4.7 DME/RADAR ADD NO PT. THIS IS LOC BC RWY 35L, AMDT 17A.

## MARLIN

### Marlin

**FDC 7/5857** /T15/ FI/T MARLIN, MARLIN, TX. VOR/DME OR GPS-A, AMDT 6...CIRCLING MDA 1280/HAA 870 CAT A/B.

## MCKINNEY

### McKinney Muni

**FDC 7/5619** /TKI/ FI/T MCKINNEY MUNI, MCKINNEY, TX. ILS RWY 17 AMDT 1...CIRCLING MDA 1120 HAA 534 CATS A-C; MDA 1200 HAA 614 CAT D. VIS CATS A-B 1 MILE, CAT C 1 1/2 MILES, CAT D 2 MILES. DALLAS LOVE FIELD ALSTG MNMS CIRCLING-MDA 1200 HAA

614 CATS A-C; MDA 1260 HAA 674 CAT D. VIS CATS A-B 1 MILE, CAT C 1 3/4 MILES; CAT D 1/4 MILES.

**FDC 7/4510** /TKI/ FI/T MCKINNEY MUNI, MCKINNEY, TX. ILS RWY 17, AMDT 1...S-ILS 17: VIS 3/4 ALL CATS. S-LOC 17: VIS 3/4 CAT A-B. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS. FOR INOPERATIVE MALSR, INCREASE S-LOC CAT A-B 1/4 MILE. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS. S-ILS 17: VIS 3/4 ALL CATS. S-LOC 17: VIS 3/4 CAT A-B. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS. FOR INOPERATIVE MALSR, INCREASE S-LOC CAT A-B 1/4 MILE.

**FDC 6/8272** /TKI/ FI/T MCKINNEY MUNI, MCKINNEY, TX. VOR/DME OR GPS-A ORIG...CIRCLING - MDA 1360/HAA 775 ALL CATS. VIS CAT A 1, CAT B 1-1/4, CAT C 2-1/4, CAT D 2-1/2. DALLAS-LOVE FIELD ALSTG MNMS: CIRCLING MDA 1420/HAA 835 ALL CATS, VIS CAT A 1, CAT B 1-1/4, CAT C 2-1/2, CAT D 2-3/4.

## MARFA

### Marfa Muni

**FDC 7/2192** /MRF/ FI/T MARFA MUNI, MARFA, TX. GPS RWY 30, ORIG...PROCEDURE NA.

## MARSHALL

### Harrison County

**FDC 7/1671** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. VOR/DME-A AMDT 4B...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS VOR/DME-A AMDT 4C.

**FDC 7/1670** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. GPS RWY 33 ORIG-A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS GPS RWY 33 ORIG-B.

**FDC 7/1669** /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. RNAV RWY 33 AMDT 1A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS RNAV RWY 33 AMDT 1B.

## MASON

### Mason County

**FDC 6/9196** /T92/ FI/T MASON COUNTY, MASON, TX. VOR/DME OR GPS-A AMDT 2...USE BURNET MUNI/KATE CRADDOCK FIELD ALSTG; WHEN NOT RCVD, PROC NA.

## NEW BRAUNFELS

### New Braunfels Muni

**FDC 7/5308** /3R5/ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV OR GPS RWY 31, AMDT 2...S-31 MDA 1260/HAT 617 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING CAT A/B MDA 1260/HAA 611. VIS CAT A 1. RNAV DESCENT ANGLE NA.

**FDC 6/5204** /3R5/ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV OR GPS RWY 13, AMDT 2. S-13 NA. CIRCLING MDA 1540/HAA 891 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. MNM FAF ALT 2500. RNAV DESCENT ANGLE (3.06 DEGREES) NA.

## OLNEY

### Olney Muni

**FDC 7/1693** /ONY/ FI/T OLNEY MUNI, OLNEY, TX. NDB OR GPS RWY 17 AMDT 3...GPS PORTION NA.

## PAMPA

### Perry Lefors Field

**FDC 7/1186** /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME OR GPS-A, AMDT 1...CIRCLING MDA 3700/HAA 456 CAT A. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

**FDC 7/1184** /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB OR GPS RWY 17, AMDT 3...OR GPS PORTION NA. S-17 MDA 3700/HAT 456 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3700/HAA 456 CATS A,B,C MDA 3800/HAA 556 CAT D. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

## PORT ISABEL

### Port Isabel-Cameron Co

**FDC 5/5292** /T31/ FI/T PORT ISABEL-CAMERON CO, PORT ISABEL, TX. VOR OR GPS-A AMDT 5A...DME REQUIRED.

## ROCKSPRINGS

### Edwards County

**FDC 6/8856** /69R/ FI/P EDWARDS COUNTY, ROCKSPRINGS, TX. VOR OR GPS RWY 14, AMDT 2...RSG 5 DME NMN ALT 3140. THIS IS VOR OR GPS RWY 14, AMDT 3.

## SAN ANGELO

### Mathis Field

RY 03 SSALR DCMSND. (08/97)

## SAN ANTONIO

### San Antonio Intl

**FDC 7/6546** /SAT/ FI/P SAN ANTONIO INTL, SAN ANTONIO, TX. NDB OR GPS RWY 3, AMDT 37B...S-3 VIS RVR 4000 CATS A AND B. THIS IS NDB OR GPS RWY 3, AMDT 37C.

**FDC 7/6545** /SAT/ FI/P SAN ANTONIO INTL, SAN ANTONIO, TX. ILS RWY 3, AMDT 17A...S-ILS 3 VIS RVR 4000 ALL CATS. S-LOC 3 VIS RVR 4000 CATS A-C, RVR 6000 CAT D. THIS IS ILS RWY 3, AMDT 17B.

**FDC 7/5779** /SAT/ FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS RWY 3, AMDT 17...NDB OR GPS RWY 3, AMDT 37A...DME OR RADAR REQUIRED.

## SHERMAN

### Sherman Muni

■ ARPT CLSD INDEFLY. (10/97)

## SHERMAN/DENISON

### Denison NDB

■ (DNI) NDB UNMONITORED. (10/97)

## SWEETWATER

### Sweetwater NDB

■ (SWW) NDB RTS. (11/97)

## VICTORIA

### Victoria Regional

**FDC 7/0598** /VCT/ FI/T VICTORIA REGIONAL, VICTORIA, TX. EFFECTIVE 1700Z 03 FEB 97. ILS RWY 12L, AMDT 9...MISSED APPROACH: CLIMB TO 2000 VIA

HEADING 120 AND PSX VORTAC R-260 TO GUDNY/14 DME AND HOLD, W, RT, 080 INBOUND.

## WESLACO

### Mid Valley

**FDC 7/0762** /T65/ FI/T MID VALLEY, WESLACO, TX. RNAV OR GPS RWY 13 ORIG...VOR/DME RNAV PORTION NA.

**FDC 5/4216** /T65/ FI/T MID VALLEY, WESLACO, TX. VOR/DME OR GPS-A ORIG...VOR/DME PORTION NA. RNAV OR GPS RWY 13 ORIG...VOR/DME RNAV PORTION NA.

## WHARTON

### Wharton Muni

**FDC 7/6666** /SR5/ FI/T WHARTON MUNI, WHARTON, TX. NDB OR GPS RWY 14, AMDT 1...PROC NA. NDB OR GPS RWY 32, AMDT 1...PROC NA.

## WICHITA FALLS

### Scotland NDB

(SKB) NDB RTS. NDB UNMONITORED 1800-0600 LCL. (10/97)

### Tom Danaher

**FDC 6/7120** /2F9/ FI/T TOM DANAHER, WICHITA FALLS, TX. VOR/DME OR GPS RWY 35, AMDT 1...PROC NA.

## UTAH

## BLUFF

### Bluff

RY 03/21 NOW 2900 FT BY 45 FT ASPH.(11/97)

## CEDAR CITY

### Cedar City Muni

**FDC 7/6767** /CDC/ FI/T CEDAR CITY REGIONAL, CEDAR CITY, UT. NDB OR GPS RWY 20 ORIG...S-20 VIS 1 CATS A/B; DISREGARD INOP MALSR NOTE FOR CATS A/B, INOP TABLE APPLIES.

**FDC 7/5604** /CDC/ FI/T CEDAR CITY MUNI, CEDAR CITY, UT. ILS RWY 20, AMDT 1...S-ILS 20 DH/HAT 5850/250 VIS 1 ALL CATS. S-LOC 20 CATS A/B HAT 500 VIS 1, CATS C/D HAT 500. CIRCLING MDA/HAA CAT A 6260/637 VIS 1; CAT B 6340/717 VIS 1; CAT C 6380/757 VIS 2 1/4; CAT D 6380/757 VIS 2 1/2.

**FDC 5/6724** /CDC/ FI/T CEDAR CITY MUNI, CEDAR CITY, UT. VOR RWY 20, AMDT 4...S-20 MDA 6040/HAT 443 ALL CATS. VIS CATS A/B 1, CAT C 1-1/4, CAT D 1-1/2. CIRCLING MDA CAT A 6260/HAA 637 VIS 1; CAT B 6340/HAA 717 VIS 1; CAT C 6380/HAA 757 VIS 2-1/4; CAT D 6380/HAA 757 VIS 2-1/2. MISSED APPROACH: CLIMB TO 6400 THEN CLIMBING RIGHT TURN DIRECT CDC VOR/DME. CONTINUE CLIMB TO 9000 VIA CDC R-348. REVERSE COURSE CLIMBING TO 11000 DIRECT CDC VOR/DME. DELETE: CAT D S-20 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. ADD: INOPERATIVE TABLE DOES NOT APPLY.

## DUGWAY PROVING GROUND

### Michael AAF

**FDC 7/0699** /DPG/ FI/T MICHAEL AAF, DUGWAY PROVING GROUND, UT. NDB OR GPS-A, AMDT 2A...CIRCLING NA RWY 12 AT NIGHT. TACAN RWY 12, ORIG...HI-TACAN RWY 12...STRAIGHT-IN MINIMUMS NA AT NIGHT. CIRCLING N A RWY 12 AT NIGHT.



**FDC 6/8870** /DPG/ FI/T MICHAEL AAF, DUGWAY PROV. ING GROUND, UT. TACAN RWY 12, ORIG. HI-TACAN RWY 12, ORIG. S-12 CAT E, MDA 5140/HAT 802, VIS 2 3/4.

## LOGAN

### Logan-Cache

**FDC 7/6543** /LGU/ FI/P LOGAN-CACHE, LOGAN, UT. VOR OR GPS-A AMDT 6B...DELETE TERMINAL ROUTE CORIN INT TO LGU VOR/DME. THIS IS VOR OR GPS-A AMDT 6C.

## OGDEN

### Ogden-Hinckley

**FDC 7/2762** /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. VOR OR GPS RWY 7 AMDT 5...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

**FDC 7/2761** /OGD/ FI/T OGDEN-HINCKLEY, OGDEN, UT. RNAV OR GPS RWY 3 ORIG...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

## PRICE

### Carbon County

**FDC 7/5048** /PUC/ FI/T CARBON COUNTY, PRICE, UT. VOR OR GPS RWY 36, ORIG...STRAIGHT-IN MINIMUMS NOT AUTHORIZED.

**FDC 5/6753** /PUC/ FI/T CARBON COUNTY, PRICE UT. TAKE-OFF MINIMUMS...RWY 32, CATEGORIES A,B, 2200-3 OR STANDARD WITH A MINIMUM CLIMB OF 530' PER NM TO 8100; CATEGORIES C,D NA. RWY 36, CATEGORIES A,B 1700-2 OR STANDARD WITH A MINIMUM CLIMB OF 430' PER NM TO 7600; CATEGORIES C,D 2600-3 OR STANDARD WITH A MINIMUM CLIMB OF 470' PER NM TO 8500.

**FDC 5/6752** /PUC/ FI/T CARBON COUNTY, PRICE UT. VOR OR GPS RWY 36, ORIG...CIRCLING MDA CAT A 6720/HAA 799 VIS 1; CAT B 6760/HAA 839 VIS 1-1/4; CAT C 6840/HAA 919 VIS 2-3/4; CAT D 7000/HAA 1079 VIS 3.

## PROVO

### Provo Muni

**FDC 7/1329** /PVU/ FI/T PROVO MUNI, PROVO, UT. VOR OR GPS RWY 13, AMDT 1...S-13 MDA 5140/HAT 649 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2, CIRCLING MDA 5140/HAA 649 ALL CATS, VIS CAT C 1 3/4.

## SALT LAKE CITY

### Salt Lake City Intl

**FDC 7/3433** /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 16L AMDT 9...CHANGE YYIPP I-MOY 7.4 DME TO 7.5 DME AND SKINN I-MOY 13.9 DME TO 14.00 DME.

**FDC 6/5837** /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. IFR TAKE-OFF MNMS AND DEP PROCS: TAKE-OFF MNMS: RUNWAYS 32, 34L, 34R, 35: 2400-2, OR STANDARD WITH A MNM CLIMB OF 260 FT PER NM TO 7500 FT.

**FDC 6/1210** /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 16L AMDT 9...TIME/DISTANCE TABLE NA.

**FDC 6/1208** /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 16R AMDT 1...TIME/DISTANCE TABLE NA.

## ST GEORGE

### St. George Muni

**FDC 7/3044** /SGU/ FI/T ST GEORGE MUNI, ST GEORGE, UT. GPS RWY 34 ORIG...TERMINAL ROUTE FROM PEACH SPRINGS (PGS) VORTAC TO UTIBY WP NA.

## VERMONT

## BURLINGTON

### Burlington Intl ILS/DME Ry 33

(I-VOE) ILS/DME TO BE CMSND EFF 04 DEC 97. FREQ 110.3.(11/97)

### Burlington International

**FDC 7/6677** /BTV/ FI/P BURLINGTON INTL, BURLINGTON, VT. NDB OR GPS RWY 15 AMDT 19...CHANGE DISTANCE FAF TO MAP FROM 4.83 NM TO 4.74 NM. CHANGE MNM SAFE ALT FROM 5500 TO 5900. DELETE MIDDLE MARKER DEPICTION IN PLAN VIEW. THIS IS NDB OR GPS RWY 15 AMDT 19A.

**FDC 7/2318** /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI-VOR/DME OR TACAN RWY 15 AMDT 1...VOR/DME PORTION NA.

## VIRGIN ISLANDS

## ST. THOMAS

### Cyril E. King (Charlotte Amalie)

**FDC 7/3657** /STT/ FI/T CYRIL E. KING (CHARLOTTE AMALIE), ST. THOMAS, VI. VOR-A, AMDT 14B...TERMINAL ROUTE MALIE INT (IAF) TO DRINK INT NA.

## VIRGINIA

## BLACKSBURG

### Virginia Tech

**FDC 7/5058** /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. LOC RWY 12, AMDT 4...PROC NA.

## BLACKSTONE

### Blackstone AAF-Allen C. Perkinson Muni

**FDC 7/4740** /BKT/ FI/T BLACKSTONE AAF-ALLEN C. PERKINSON MUNI, BLACKSTONE, VA. TAKEOFF MINIMA...RWY 1: 1000-2 OR STANDARD WITH MNM CLIMB OF 260 FT PER NM TO 1700. RWY 19: STANDARD.

## CHARLOTTESVILLE

### Charlottesville-Albermarle

**FDC 6/7443** /CHO/ FI/T CHARLOTTESVILLE-ALBERMARLE, CHARLOTTESVILLE, VA. ILS RWY 3, AMDT 12...S-LOC-3 MDA 1160/HAT 519 ALL CATS, VIS CAT C 1, CAT D 1 1/4, CIRCLING CAT A, B, C MDA 1160/HAA 519.

## DANVILLE

### Danville Regional

**FDC 6/0588** /DAN/ FI/T DANVILLE REGIONAL, DANVILLE, VA. RNAV RWY 20 AMDT 1...PROC NA.

## FREDRICKSBURG

### Fredricksburg/Shannon

**FDC 7/0176** /EZ/ FI/T FREDRICKSBURG/SHANNON, FREDRICKSBURG, VA. VOR OR GPS RWY 24 AMDT 7...VOR PORTION NA.

## GALAX/HILLSVILLE

### Twin County

**FDC 6/8128** /HLX/ FI/T TWIN COUNTY, GALAX/HILLSVILLE, VA. VOR/DME OR GPS RWY 18 AMDT 4...PROC NA.

## GORDONSVILLE

### Gordonsville Muni

**FDC 7/6144** /GVE/ FI/T GORDONSVILLE MUNI, GORDONSVILLE, VA. NDB RWY 23 AMDT 1...PROC NA.

## HOT SPRINGS

### Ingalls Field

**FDC 7/6724** /HSP/ FI/T INGALLS FIELD, HOT SPRINGS, VA. ILS RWY 24 AMDT 1A...RADAR REQUIRED. TRANSITION MOL VOR/DME TO COHEN INT NA.

## LURAY

### Luray Caverns

**FDC 5/5724** /W45/ FI/T LURAY CAVERNS, LURAY, VA. VOR/DME-B AMDT 1...MDA/HAA 2280/1378, VIS CAT B 1 1/2, CAT C 3.

## LYNCHBURG

### Lynchburg Regional/Preston Glenn Field

**FDC 6/9337** /LYH/ FI/T LYNCHBURG REGIONAL/PRESTON GLENN FIELD, LYNCHBURG, VA. VOR OR GPS RWY 3 AMDT 11...TERMINAL ROUTE FROM SYCAM INT TO COOTS INT NOT AUTHORIZED.

## NORFOLK

### Norfolk Intl

**FDC 7/5239** /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. GPS RWY 32 AMDT 1...PROC NA.

**FDC 6/5415** /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. GPS RWY 14, ORIG...S-14 MDA/HAT 440/415 ALL CATS, VIS CAT C 1 1/4, CIRCLING CAT A,B,C MDA/HAA 580/553. TEMP CRANE 276 MSL, 0.8 NM SOUTH OF AER 5.

**FDC 6/3975** /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. GPS RWY 32 ORIG...S-32 MDA/HAT 460/435 ALL CATS, VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA/HAA 580/553. REASON: TEMP CRANE 276 MSL SOUTH OF RWY 5.

**FDC 5/0274** /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. ILS RWY 5 AMDT 24...ILS RWY 23 AMDT 6B...NDB/DME RWY 23 ORIG...CIRCLING CATS A, B AND C MDA/HAA 580/553, VIS CATS A AND B 1, CAT C 1 1/2. NDB RWY 5 ORIG...S-5 MDA/HAT 580/554 ALL CATS; VIS CATS A AND B 4000, CAT C 5000, CAT D 1 1/2, CIRLING CATS A, B AND C MDA/HAA 580/553, VIS CATS A AND B 1, CAT C 1 1/2. IFR DEPARTURE PROC...RWYS 14 AND 23 CLIMB RWY HEADING TO 400 BEFORE PROCEEDING ON COURSE. REASON: TEMP CRANE 276 MSL, 4865 FT SOUTH OF RWY 5.

## QUINTON

### New Kent County

**FDC 7/7048** /W96/ FI/P KENT COUNTY, QUINTON, VA. VOR-A ORIG...CIRCLING CAT A, B MDA/HAA 700/577. ADD NOTE: PROC NA AT NIGHT. THIS IS VOR-A ORIG-A.

## RICHMOND/ASHLAND

### Hanover County Muni

**FDC 7/6523** /OFP/ FI/P HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. VOR RWY 16 ORIG-B...DME MNMS CIRCLING: MDA 620/HAT 415 CAT A. THIS IS VOR RWY 16 ORIG-C.

## ROANOKE

### Roanoke Regional/Woodrum Field

**FDC 5/6013** /ROA/ FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. LDA RWY 6 AMDT 7A...FEEDER FROM TABER TO CNQ NDB NA.

## TANGIER

### Tangier Island

**FDC 6/0948** /TGI/ FI/T TANGIER ISLAND, TANGIER, VA. VOR/DME OR GPS RWY 2, ORIG...S-2: MDA/HAT 720/713 ALL CATS. VIS CAT C 2. CIRCLING: MDA/HAA 720/713 ALL CATS. VIS CAT C 2.

## WALLOPS ISLAND

### Wallops Flight Facility

**FDC 7/0137** /WAL/ FI/T WALLOPS FLIGHT FACILITY, WALLOPS ISLAND, VA. VOR OR TACAN OR GPS RWY 17 AMDT 5...VOR PORTION NA.

## WISE

### Wise/Lonesome Pine

**FDC 7/2250** /LNP/ FI/T WISE/LONESOME PINE, WISE, VA. SDF/DME RWY 24 AMDT 3A...RADAR REQUIRED.

## WASHINGTON

## BELLINGHAM

### Bellingham Intl

RY 02/20 CLSD INDEFINITE.(10/97)

## EPHRATA

### Ephrata Muni

**FDC 7/2911** /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR/DME OR GPS RWY 2 AMDT 3...CHANGE CONTROL ZONE MINIMUMS TO READ: 'WENATCHEE ALTITUDE SETTING MINIMUMS' CHANGE ALTITUDE NOTE TO READ: WHEN LOCAL ALTITUDE SETTING NOT RECEIVED THE FOLLOWING APPLIES: 1. USE WENATCHEE ALTITUDE SETTING. 2. ALTERNATE MINIMUMS NOT AUTHORIZED.

**FDC 7/2910** /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR OR GPS RWY 20, AMDT 18...CHANGE ALTITUDE NOTE TO READ: WHEN LOCAL ALTITUDE SETTING NOT RECEIVED USE WENATCHEE ALTITUDE SETTING.

## EVERETT

### Snohomish County (Paine Field)

**FDC 7/0553** /PAE/ FI/T SNOHOMISH COUNTY (PAINE FIELD), EVERETT, WA. VOR OR GPS-B, ORIG...VOR PORTION NA.

## GRANT COUNTY

### Moses Lake VOR/DME

(MWH)VOR/DME UNUSBLE 200-230 BYD 32 NM ALL ALTS.(10/97)

### Moses Lake

**FDC 7/2624** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 22, AMDT 4...S-22 MDA 1760/HAT 599, ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1760/HAA 575, ALL CATS. WENATCHEE ALTIMETER SETTING MNMS NA.

## KELSO

### Kelso-Longview

**FDC 6/3354** /KLS/ FI/T KELSO-LONGVIEW, KELSO, WA. NDB OR GPS-A AMDT 5B...WINLO INT TO KELSO NDB /LSO/ FEEDER NA.

## MOSES LAKE

### Grant County

**FDC 7/2616** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR/DME RNAV RWY 22, ORIG...TRANSITION ROUTE FROM EPH VORTAC TO MALEE WP NA.

**FDC 7/2602** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR-3 OR GPS RWY 14L, ORIG...S-14L MDA 1620/HAT 454, ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1640/HAA 455 CAT A. WENATCHEE ALTIMETER SETTING MNMS NA.

**FDC 7/2601** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 32, AMDT 19...VOR/DME RNAV RWY 22, ORIG...VOR OR GPS RWY 4, AMDT 5...ILS RWY 32R, AMDT 18...NDB RWY 32R, AMDT 16...HI-VOR/DME OR TACAN RWY 32R AMDT 1...HI-ILS/DME RWY 32R AMDT 1...WENATCHEE ALTIMETER SETTINGS MNMS NA.

**FDC 7/2599** /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR-1 RWY 14L, ORIG...GABBI-DME OR RADAR MNMS: S-14L MDA 1640/HAT 474, ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1640/HAA 455, CAT A. WENATCHEE ALTIMETER SETTING MNMS NA.

## PORT ANGELES

### William R. Fairchild Intl

**FDC 7/2850** /CLM/ FI/T WILLIAM R. FAIRCHILD INTL, PORT ANGELES, WA. ILS-1 RWY 8 AMDT 1A...ILS-2 RWY 8 AMDT 1A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE WHIDBEY ISLAND NAS ALTIMETER SETTING. 2. INCREASE ALL DH/MDAS 160 FT. 3. ALTERNATE MINIMUMS NOT AUTHORIZED.

## QUINCY

### Quincy Muni

**FDC 5/1373** /80WA/ FI/T QUINCY MUNI, QUINCY, WA. RNAV OR GPS RWY 27, ORIG...RNAV PROC NA.

## RICHLAND

### RICHLAND

**FDC 5/6599** /RLD/ FI/T RICHLAND, RICHLAND, WA. VOR OR GPS RWY 25, AMDT 6...S-25 VIS CAT A 1, VIS CAT B 1.

## SEATTLE

### Boeing Field/King County Intl

**FDC 6/0840** /BF/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. LOC BC RWY 31L, AMDT 10. CIRCLING CAT B MDA 840, HAA 822.

**FDC 6/0839** /BF/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 27. CIRCLING CAT B MDA 840, HAA 822.

### Seattle-Tacoma Intl

**FDC 7/0364** /SEA/ FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS/DME RWY 34R ORIG...ILS/DME RWY 34L ORIG...VOR OR GPS RWY 34L/R AMDT 8A...NDB RWY 34R AMDT 7A...MISSED APPROACH: CLIMB TO 2100 VIA SEA R-339 TO PARKK LOM/SEA 5.8 DME AND HOLD.

**FDC 5/6812** /SEA/ FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS/DME RWY 34R ORIG...S-ILS 34R: SIMULTANEOUS RECEPTION OF I-SEA AND SEA DME REQUIRED TO NEEAL INTERSECTION.

## SPOKANE

### Spokane Intl

**FDC 7/3040** /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. VOR OR GPS RWY 3 AMDT 12...GPS PORTION NA.

**FDC 6/8765** /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 3, AMDT 3A...ILS RWY 21, AMDT 19...RNAV OR GPS RWY 21, ORIG...NDB OR GPS RWY 21, AMDT 14B...CIRCLING CAT A MDA 2840 HAA 468; CATS B, C MDA 2860 HAA 488.

**FDC 6/8082** /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21/CAT II/ AMDT 19...LOCALIZER UNUSABLE INSIDE THRESHOLD.

## YAKIMA

### Yakima Air Terminal

**FDC 5/5869** /YKM/ FI/T YAKIMA AIR TERMINAL, YAKIMA, WA. ILS RWY 27, AMDT 26A...CHANGE SEGMENT ALT FROM SUNED INT TO YKM 11 DME TO READ...5500 FT VERSUS 5000 FT.

## WEST VIRGINIA

## CHARLESTON

### Yeager

**FDC 6/9302** /CRW/ FI/T YEAGER, CHARLESTON, WV. ILS RWY 5 AMDT 4...S-LOC 5 VIS CATS A/B RVR 5000.

## ELKINS

### Elkins-Randolph County-Jennings Randolph Fld

**FDC 6/3319** /EKN/ FI/T ELKINS-RANDODLPH COUNTY-JENNINGS RANDOLPH FIELD, ELKINS, WV. VOR/DME-B AMDT 3A...PROC NA.

## MARTINSBURG

### Eastern West Virginia Regional/Shepherd Field

**FDC 6/3808** /MRB/ FI/T EASTERN WEST VIRGINIA REGIONAL/SHEPHERD FIELD, MARTINSBURG, WV. ILS RWY 26, AMDT 5...VOR OR GPS-A AMDT 8...CIRCLING MDA 1060/HAA 503 CAT A. TEMP CRANE 754 MSL 4081 FT SW OF RWY 35 THR.

## PINEVILLE

### Pineville/Kee Field

**FDC 7/5552** /116/ FI/T PINEVILLE/KEE FIELD, PINEVILLE, WV. VOR RWY 25 AMDT 3...PROC NA.

## POINT PLEASANT

### Mason County

**FDC 5/4657** /312/ FI/T MASON COUNTY, POINT PLEASANT, WV. VOR/DME OR GPS-A AMDT 4...PROC NA.

# WISCONSIN

## APPLETON

### Outagamie County

**FDC 7/7215** /ATW/ FI/T OUTAGAMIE COUNTY, APPLETON, WI. LOC BC RWY 11, AMDT 1...CHANGE MISSED APPROACH TO READ: CLIMB TO 2900, DIRECT KOOKY LOM AND HOLD. CHANGE ALL REFERENCES: KOOKY NDB (AKT) TO READ KOOKY LOM (AQ).

**FDC 7/7214** /ATW/ FI/T OUTAGAMIE COUNTY, APPLETON, WI. NDB RWY 29, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 2900, THEN RIGHT TURN DIRECT AQ LOM AND HOLD. CHANGE ALL REFERENCES: KOOKY NDB (AKT) TO READ KOOKY LOM (AQ).

**FDC 7/7213** /ATW/ FI/T OUTAGAMIE COUNTY, APPLETON, WI. ILS RWY 29, AMDT 1...DELETE ALL REFERENCES TO MIDDLE MARKER. CHANGE MISSED APPROACH TO READ: CLIMB TO 2900, THEN RIGHT TURN DIRECT KOOKY LOM AND HOLD. CHANGE ALL REFERENCES: KOOKY NDB (AKT) TO READ KOOKY LOM (AQ).

## CABLE

### Cable Union

**FDC 7/2204** /3CU/ FI/T CABLE UNION, CABLE, WI. VOR/DME OR GPS-A AMDT 5...VOR PORTION NA. ADD NOTE: RADAR REQUIRED. VOR/DME RNAV OR GPS RWY 34 AMDT 4...VOR/DME PORTION NA. ADD NOTE: RADAR REQUIRED. NDB OR GPS-B AMDT 9B...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SEELEY (SLY) NDB NA. ADD NOTE: RADAR REQUIRED.

## CUMBERLAND

### Cumberland Muni

**FDC 7/2203** /UBE/ FI/T CUMBERLAND MUNI, CUMBERLAND, WI. NDB OR GPS RWY 9 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO CUMBERLAND (UBE) NDB NA. ADD NOTE: RADAR REQUIRED.

## FOND DU LAC

### Fond Du Lac Co

HIRL RY 18/36 PRESET ON LOW INTST; TO INCR INTST & ACTVT MIRL RY 09/27 & PAPI RY 36 - CTAF. RY 18/36 NOW 5940 FT BY 100 FT. ASOS TELEPHONE NUMBER CHANGED TO (920) 922-4444.(11/97)

## GREEN BAY

### Austin Straubel Intl

ASOS TELEPHONE NUMBER CHANGED TO (920) 494-7140.(11/97)

## HAYWARD

### Hayward Muni

**FDC 7/6306** /HYR/ FI/T HAYWARD MUNI, HAYWARD, WI. VOR/DME OR GPS RWY 02, AMDT 1, VOR RWY 20, AMDT 6...PROC NA. NDB OR GPS RWY 20, AMDT 12...RADAR REQUIRED FOR TERMINAL ROUTING TO SEELEY (SLY) NDB, WI.

## JUNEAU

### Dodge Co

AWOS-3 TELEPHONE NUMBER CHANGED TO (920) 386-5682.(11/97)

## KENOSHA

### Kenosha Regional

ASOS CMSND. FREQ 127.175. PHONE (414) 652-7730.(11/97)

## LADYSMITH

### Rusk County

**FDC 7/2200** /RCX/ FI/T RUSK COUNTY, LADYSMITH, WI. NDB OR GPS RWY 32 AMDT 2...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO RUSK COUNTY (RCX) NDB NA. ADD NOTE: RADAR REQUIRED.

## LAND O'LAKES

### King's Land O'Lakes

**FDC 7/6358** /LNL/ FI/T KING'S LAND O'LAKES, LAND O'LAKES, WI. NDB OR GPS RWY 14, AMDT 8A. LOCAL ALSTG MNMS NA. USE MARQUETTE ALSTG.

## MADISON

### Dane County Regional-Truax Field

RY 04/22 DCMSND.(10/97)

### Blackhawk Airfield

**FDC 7/6627** /87H/ FI/T BLACKHAWK AIRFIELD, MADISON, WI. VOR OR GPS-A, ORIG-A...TAKEOFF MINIMUMS RWY 27: 300-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 220 FPM TO 1300.

### Dane County Regional-Truax Field

**FDC 7/6258** /MSN/ FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. TAKEOFF MINIMUMS...RWY 18: 1700-1 OR STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 3200 FT. DELETE ALL REFERENCES TO RWY 22.

## MANITOWOC

### Manitowoc Co

AWOS-3 TELEPHONE NUMBER CHANGED TO (920) 386-5682.(11/97)

## MEDFORD

### Taylor County

MIRL RY 15/33 PRESET LOW INTST; TO INCR INTST & ACTVT PAPI RYS 09 & 27 - CTAF.(11/97)

## MILWAUKEE

### General Mitchell Intl

**FDC 7/5039** /MKE/ FI/T GENERAL MITCHELL INTL, MILWAUKEE, WI. NDB OR GPS RWY 7R, AMDT 10A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2800, THEN LEFT TURN DIRECT BAE VORTAC AND HOLD.

**FDC 7/4234** /MKE/ FI/T GENERAL MITCHELL INTL, MILWAUKEE, WI. IFR TAKEOFF MNMS...IFR TAKEOFF

MNMS: RWY 25R, 300-1 OR STANDARD WITH MNM CLIMB OF 410 FT PER NM TO 1000 FT. (TEMP CRANE 897 FT MSL, 3217 FT FROM DEPARTURE END RWY ON CNTRLN.

**Lawrence J. Timmerman**

**FDC 6/7435** /MWC/ FI/T LAWRENCE J. TIMMERMAN, MILWAUKEE, WI. VOR OR GPS RWY 4L, AMDT 7...MINIMUMS: S-4L MDA 1380/HAT 641 ALL CATS. VIS CAT C 1-3/4, CIRCLING MDA 1380/HAA 635 ALL CATS. VIS CAT C 1-3/4. MILWAUKEE GENERAL MITCHELL ALTIMETER SETTING MINIMUMS: S-4L MDA 1420/HAT 681 ALL CATS. VIS CAT C 2, CAT D 2-1/4. CIRCLING MDA 1420/HAA 675 ALL CATS. VIS CAT C 2, CAT D 2-1/4.

**OSHKOSH**

**Wittman Regional**

ASOS TELEPHONE NUMBER CHANGED TO (920) 426-1644.(11/97)

**PORTAGE**

**Portage Muni**

**FDC 5/6014** /C47/ FI/T PORTAGE MUNI, PORTAGE, WI. RVAV OR GPS RWY 17 AMDT 3...MNMS: S-17 MDA 1440/HAT 622 CATS A/B. CIRCLING MDA 1500/HAA 675 CATS A/B. VOR/DME OR GPS-A AMDT 5...MNMS: CIRCLING MDA 1500/HAA 675 CATS A/B.

**PRENTICE**

**Prentice**

RY 09 THLD NOW DSPLCD 350 FT, RY 27 THLD NOW DSPLCD 120 FT.(11/97)

**RHINELANDER**

**Rhinelanders-Onelda County**

RY 05/23 CLSD INDEFINITE.(11/97)

**SHEBOYGAN**

**Sheboygan Co Muni**

ASOS TELEPHONE NUMBER CHANGED TO (920) 467-0744.(11/97)

**SOLON SPRINGS**

**Solon Springs Muni**

**FDC 7/2201** /OLG/ FI/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SOLON

SPRINGS (OLG) NDB NA. ADD NOTE: RADAR REQUIRED.

**SPARTA**

**Sparta/Fort McCoy**

**FDC 7/5387** /CMY/ FI/T SPARTA/FORT MCCOY, SPARTA, WI. GPS RWY 11, ORIG-A...PROC NA.

**STURGEON BAY**

**Door Co Cherryland**

AWOS-3 TELEPHONE NUMBER CHANGED TO (920) 743-7087.(11/97)

**SUPERIOR**

**Richard I Bong**

AWOS-3 TELEPHONE NUMBER CHANGED TO (715) 394-0283.(11/97)

**WYOMING**

**AFTON**

**Afton Muni**

RY 16/34 NOW 5220 FT BY 75 FT.(10/97)

**BIG PINEY**

**Big Piney-Marbleton**

**FDC 7/6406** /BPI/ FI/T BIG PINEY-MARBLETON, BIG PINEY, WY. GPS RWY 31, ORIG...PROC NA.

**CASPER**

**Natrona County Intl**

**FDC 4/6941** /CPR/ FI/T NATRONA COUNTY INTL, CASPER, WY. VOR/DME OR GPS RWY 3, AMDT 3...S-3 MINS NA: DDY 17.2 DME MIN ALT 6460.

**FT BRIDGER**

**Ft Bridger**

**FDC 5/2829** /FBR/ FI/T FT BRIDGER, FT BRIDGER, WY. VOR OR GPS RWY 22 AMDT 1...PROC NA.

**TORRINGTON**

**Torrington Muni**

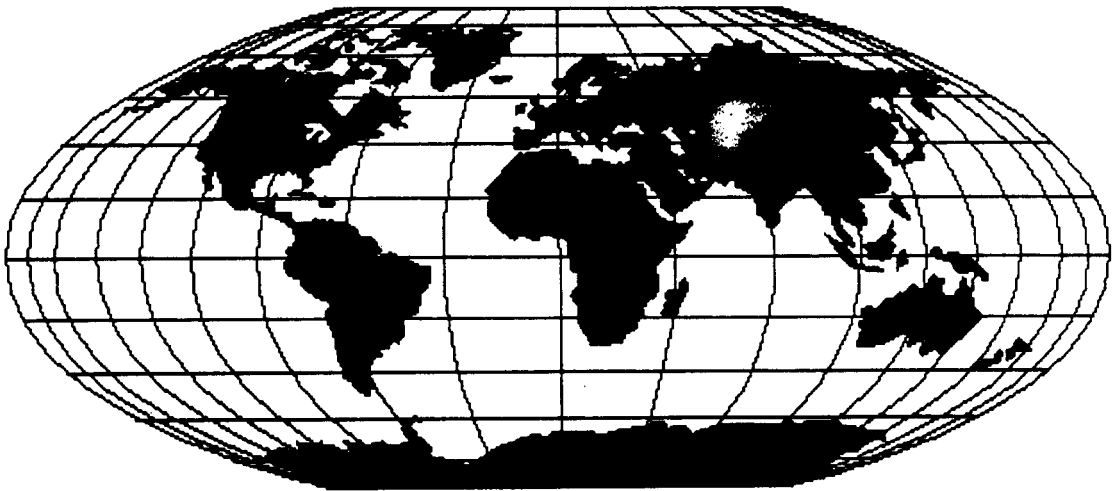
**FDC 7/6964** /TOR/ FI/T TORRINGTON MUNI, TORRINGTON, WY. GPS RWY 10, ORIG...PROC NA.

# **Part 1.**

## **Section 3.**

**FDC**

### **GENERAL NOTAMS**



## Section 3. GENERAL FDC NOTAMS

**FDC 7/7242 FDC CORRECT U.S. GOVERNMENT TERMINAL PROCEDURES PUBLICATION, NORTHEAST/NE/VOL 2 OF 3, EFFECTIVE CORRECT U.S. GOVERNMENT TERMINAL PROCEDURES PUBLICATION, NORTHEAST/NE/VOL 2 OF 3, EFFECTIVE NOVEMBER 6, 1997 TO JANUARY 1, 1998: EXTOL TWO ARRIVAL INTO LAGUARDIA, NY AIRPORT IS NOT AUTHORIZED. THIS PROCEDURE IS CANCELLED.**

### **FDC 7/6158 FDC WAKE VORTEX ENCOUNTERS WITHIN NAT MNPS AIRSPACE.**

IN FLIGHT CONTINGENCY PROCEDURES FOR WAKE VORTEX ENCOUNTERS WITHIN NORTH ATLANTIC (NAT) MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AIRSPACE. EFFECTIVE SEPTEMBER 24, 1997 UNTIL FURTHER NOTICE. 1000 FEET VERTICAL SEPARATION MINIMUM WAS IMPLEMENTED IN THE MNPS AIRSPACE ON THE NORTH ATLANTIC REGION FROM FLIGHT LEVELS 330 TO 370 INCLUSIVE ON 27 MARCH 1997.

PILOT REPORTS HAVE SINCE BEEN RECEIVED OF WAKE VORTEX FROM AIRCRAFT AHEAD ON THE SAME ROUTE AND 1000 FEET ABOVE.

IN SUCH INSTANCES, THE PILOT SHOULD NOTIFY ATC AND REQUEST A REVISED CLEARANCE. HOWEVER, IN SITUATIONS WHERE A REVISED CLEARANCE IS NOT POSSIBLE OR PRACTICABLE:

a) THE PILOT MAY ESTABLISH CONTACT WITH OTHER AIRCRAFT ON 131.8 MHZ, IF POSSIBLE, AND

b) ONE OR BOTH AIRCRAFT MAY INITIATE LATERAL OFFSET(S) NOT TO EXCEED 2 NM FROM THE ASSIGNED ROUTE(S) OR TRACK(S).

i) AS SOON AS IT IS PRACTICABLE TO DO SO, OFFSETTING AIRCRAFT NOTIFY ATC THAT TEMPORARY LATERAL OFFSET(S) HAVE BEEN TAKEN AND SPECIFY THE REASON FOR DOING SO (ATC WILL NOT NORMALLY RESPOND), AND

ii) OFFSETTING AIRCRAFT RETURN TO THE ASSIGNED ROUTE(S) OR TRACK(S) AS SOON AS THE OFFSET(S) ARE NO LONGER REQUIRED, AND

iii) OFFSETTING AIRCRAFT NOTIFY ATC WHEN RE-ESTABLISHED ON ASSIGNED ROUTE(S) OR TRACK(S) (ATC WILL NOT NORMALLY RESPOND).

**NOTE:** ATC WILL NOT ISSUE CLEARANCES FOR LATERAL OFFSETS. THIS PROCEDURE DOES NOT SUPERCEDE THE IN-FLIGHT CONTINGENCY PROCEDURES CONTAINED IN THE NAT REGIONAL SUPPLEMENTARY PROCEDURES, OR THE IN-FLIGHT PROCEDURES, OR THE IN-FLIGHT PROCEDURES CONTAINED IN NAT GUIDANCE MATERIAL. IT SHOULD NOT BE INTERPRETED IN ANY WAY THAT PREJUDICES THE FINAL AUTHORITY AND RESPONSIBILITY OF THE PILOT-IN-COMMAND FOR THE SAFE OPERATION OF THE AIRCRAFT.

### **FDC 7/6150 FDC F/I/T AIRWAY**

CORRECT U.S. GOVERNMENT IFR ENROUTE LOW ALT CHARTS L-3 AND IFR AREA (LOS ANGELES) CHARTS. DELETE CHANGE OVER POINT (COP) V186 DEPICTING 13 NM VAN NUYS (VNY) VOR/DME 39 NM PARADISE (PDZ) VORTAC. ADD COP V186 DEPICTING 39 NM VNY VOR/DME/13 NM PDZ VORTAC.

### **FDC 7/5738 FDC F/I/P**

SPRINGHILL, LA. CORRECT U.S. GOVERNMENT CHARTS MEMPHIS SECTIONAL 58TH ED., 24 APR 97, SPH NDB. ACTUAL LOCATION OF THE SPH NDB SHOULD BE 325512.92N-0932433.74W, 354 DEGREES, 3.8 NM TO THE FIELD.

### **FDC 7/4747 FDC F/I/P**

CORRECT U.S. GOVERNMENT IFR ENROUTE LOW ALT CHARTS L-6 PANEL H, L-11 PANEL C, IFR ENROUTE HIGH ALT CHART H-2 PANEL E, AIRPORT FACILITY DIRECTORY NORTH CENTRAL U.S. PAGE 63 EFF 17 JUL 1997.

VOR RBA SHOULD READ ROBINSON VICE KAYUU.

### **FDC 7/4733 FDC F/I/P**

CORRECT U.S. GOVERNMENT IFR ENROUTE HIGH ALTITUDE CHART H3, PANEL J, EFFECTIVE 17 JUL 1997 TO 11 SEP 1997. NCRP ON J174/JFK 156 RADIAL, 40 DME/ SHOULD READ EMJAY VICE NATLE.

### **FDC 7/4581 FDC**

CORRECT U.S. GOVT WORLD AERONAUTICAL CHART CG-20 27TH EDITION OBSOLETE FOR USE IN NAVIGATION SHOULD READ JULY 18 1998 VICE JULY 17 1997.

### **FDC 7/4186 ZZZ THE UNITED STATES WILL WITHDRAW ITS SUPPORT AND FUNDING OF THE OMEGA LONG RANGE NAVIGATION SYSTEM ON SEPTEMBER 30, 1997.**

THIS WILL EFFECTIVELY ELIMINATE THE USE OF OMEGA FOR GLOBAL NAVIGATION. THE U.S. WILL WITHDRAW EXISTING APPROVALS AND DECERTIFY THE USE OF OMEGA FOR GLOBAL NAVIGATION BY U.S. OPERATORS AND FOREIGN OPERATORS OPERATING IN U.S. AIRSPACE ON OR ABOUT THIS SAME DATE. ALL CURRENT OMEGA

OWNER/OPERATORS ARE REMINDED THAT THEY ARE REQUIRED TO NAVIGATE ON PLANNED ROUTES TO THE DEGREE OF ACCURACY REQUIRED FOR AIR TRAFFIC CONTROL AND MAY NEED TO INSTALL/USE ALTERNATIVE LONG RANGE NAVIGATION EQUIPMENT APPROPRIATE FOR THEIR ROUTE OF FLIGHT BEFORE THIS DATE. PLEASE BE ADVISED THAT THE FAA INTENDS TO ISSUE A CORRECTION RULE TO REMOVE ANY REFERENCE TO OMEGA FROM THE FEDERAL AVIATION REGULATIONS IN THE NEAR FUTURE

### **FDC 7/4186 ZZZ**

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### **FDC 7/3460 ZZZ EL SALVADOR ADVISORY -**

IN THE INTEREST OF SAFETY OF FLIGHT: ALL AIRCRAFT USE EXTREME CAUTION. U.S. ADVISES PILOTS ARE REPORTING PHANTOM TRANSMISSIONS ISSUING HEADING AND ALTITUDE ASSIGNMENTS BROADCAST TO AIRCRAFT ARRIVING AND DEPARTING EL SALVADOR INTERNATIONAL AIRPORT (MSLP), SAN SALVADOR, EL SALVADOR. PILOTS VALIDATE ATC INSTRUCTIONS.

### **FDC 7/3220 ZZZ - IRAQ ADVISORY -**

THIS INFORMATION ORIGINATES FROM THE UNITED STATES (U.S.) AND IS PROMULGATED IN THE INTEREST OF SAFETY OF FLIGHT: FOLLOWING THE TERMINATION OF HOSTILITIES IN IRAQ, THE U.S., IN CONJUNCTION WITH COALITION ALLIES, ESTABLISHED TWO NO-FLY ZONES (NFZ) OVER IRAQI TERRITORY TO ALLOW COALITION AIRCRAFT TO MONITOR AND REPORT ON IRAQI COMPLIANCE WITH UNITED NATIONS (UN) SECURITY COUNCIL RESOLUTIONS 687 AND 688. AS OF SEPTEMBER 3, 1996, THESE NFZ INCLUDE THE IRAQI TERRITORY AND AIRSPACE SOUTH OF 33 DEGREES NORTH LATITUDE AND IRAQI TERRITORY AND AIRSPACE NORTH OF 36 DEGREES NORTH LATITUDE. COALITION AIRCRAFT ROUTINELY OPERATE IN THESE AREAS TO ENFORCE THE NFZ PROCEDURES.

STRICT ADHERENCE TO THESE PROCEDURES IS ESSENTIAL TO PRECLUDE THE INADVERTENT USE OF FORCE AGAINST ANY AIRCRAFT FLYING IN THE NFZ.

OPERATORS OTHER THAN COALITION MILITARY AND UN MARKED AIRCRAFT DESIRING TO ENTER THE NFZ MUST OBTAIN PRIOR MISSION APPROVAL THROUGH THEIR REQUESTING NATION FROM THE UN SANCTIONS COMMITTEE. FOLLOWING MISSION APPROVAL, THOSE MISSIONS PLANNED FOR SOUTH OF 33 DEGREES NORTH LATITUDE PROVIDE FLIGHT PLAN INFORMATION BELOW TO THE JOINT TASK FORCE SOUTHWEST ASIA (JTF-SWA). INFORMATION REQUESTED INCLUDES: DATE AND TIME OF FLIGHT, PURPOSE OF FLIGHT, TYPE AIRCRAFT, ROUTE SPECIFICS, DEPARTURE POINT, AND DESTINATION. CONTACT JTF-SWA DIRECTLY AT 966-1-478-1100, EXTENSION 435-7783, TO PROVIDE FLIGHT PLAN INFORMATION ABOVE.

THOSE MISSIONS PLANNED FOR NORTH OF 36 DEGREES NORTH LATITUDE PROVIDE ABOVE STATED INFORMATION TO COMBINED TASK FORCE OPERATION NORTHERN WATCH (CTF-ONW). INFORMATION MAY BE PROVIDED BY MESSAGE TO "CTF OPERATION NORTHERN WATCH INCIRLIK AB TU" OR TELECON TO 90-322-316-3014.

NON-COALITION, NON-UN AIRCRAFT OPERATING WITHIN THE NFZ WITHOUT BOTH UN SANCTION COMMITTEE APPROVAL AND DIRECT FLIGHT PLAN NOTICE TO JTF-SWA OR CTF-ONW WILL BE INTERCEPTED FOR A VISUAL IDENTIFICATION (VID). THOSE AIRCRAFT OPERATING IN THE NFZ WHICH DO NOT COMPLY WITH THE TRACK, IFF, AND COMMUNICATION PROCEDURES WILL ALSO BE INTERCEPTED FOR A VID. ALL AIRCRAFT FLYING WITHIN THE NFZ SHOULD CONTINUOUSLY MONITOR GUARD EMERGENCY FREQUENCIES (VHF 121.5 AND/OR UHF 243.0 MHZ). AIRCRAFT EQUIPPED WITH A CIVIL TYPE RADAR TRANSPONDER SHOULD OPERATE IT CONTINUOUSLY WHEN TRANSITING THESE AREAS. UNIDENTIFIED AIRCRAFT AND AIRCRAFT WHOSE INTENTIONS ARE UNCLEAR TO U.S. MILITARY FORCES WILL BE CONTACTED USING THE ENGLISH LANGUAGE ON VHF 121.5 AND/OR UHF 243.0 MHZ. AIRCRAFT RECEIVING ADVISORY CALLS SHOULD

ACKNOWLEDGE RECEIPT AND UNDERSTANDING OF THE WARNING ON THE FREQUENCY OVER WHICH THE CALLS WERE RECEIVED AND PROVIDE REQUESTED INFORMATION.

**FDC 7/2988 ZZZ FI/T SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 67- PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN.**

1. APPLICABILITY. THIS RULE APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, AND ALL OPERATORS USING AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

2. FLIGHT PROHIBITION. EXCEPT AS PROVIDED IN PARAGRAPH 3 AND 4 OF THIS SFAR NO PERSON DESCRIBED IN PARAGRAPH 1 MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY OF AFGHANISTAN.

3. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH 1 FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN:

a. WHERE SUCH OPERATIONS ARE AUTHORIZED BY EXEMPTION ISSUED BY THE ADMINISTRATOR OR BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH APPROVAL OF THE FAA; OR

b. EAST OF 071 35 EAST LONGITUDE.

4. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF FLIGHT, THE PILOT IN COMMAND OF THE AIRCRAFT MAY DEViate FROM THIS SFAR TO THE EXTENT REQUIRED BY THAT EMERGENCY. EXCEPT FOR U.S. AIR CARRIERS AND COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF 14 CFR 121.557, 121.559, OR 135.19, EACH PERSON WHO DEVIATES FROM THIS RULE SHALL, WITHIN TEN (10) DAYS OF THE DEVIATION, EXCLUDING SATURDAY, SUNDAY, AND FEDERAL HOLIDAYS, SUBMIT TO THE NEAREST FAA FLIGHT STANDARDS DISTRICT OFFICE A COMPLETE REPORT OF THE OPERATIONS OF THE AIRCRAFT INVOLVED IN THE DEVIATION, INCLUDING A DESCRIPTION OF THE DEVIATION AND REASONS THEREFORE.

5. EXPIRATION. THIS SFAR EXPIRES ON MAY 10, 1998

**FDC 7/2674 FDC ZZZ ZAIRE/RWANDA ADVISORY**

POTENTIALLY HOSTILE SITUATION. ATTENTION U.S. OPERATORS: ADDITIONAL FIGHTING CONTINUES BETWEEN THE GOVERNMENT AND REBEL FORCES, WHO ARE NOW WITHIN 150 MILES OF KINSHASA. SEVERAL AIRCRAFT HAVE BEEN FIRED UPON AS RECENTLY AS MAY 7, 1997 BY SMALL ARMS FIRE. WHILE NONE OF THE FORCES INVOLVED IN THE REGIONAL FIGHTING HAS THE CAPABILITY OF TARGETING AIRCRAFT AT NORMAL OVERFLIGHT CRUISING ALTITUDES, AIRCRAFT OPERATING BELOW 10,000 FEET IN THE ZAIRE-RWANDA AREA MAY COME WITHIN WEAPONS RANGE AS THE FIGHTING CONTINUES. THE RWANDAN GOVERNMENT PROHIBITS FLIGHT THROUGH RWANDAN AIRSPACE WITHOUT PRIOR AUTHORIZATION, AND HAS DISCLAIMED RESPONSIBILITY FOR ANY INCIDENTS. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR THIS REGION. OPERATORS CONSIDERING FLIGHTS WITHIN ZAIRE AND RWANDA SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION AND PROPER CLEARANCE PROCEDURES.

**FDC 7/2273 FDC AIRCRAFT EQUIPMENT SUFFIXES.**

EFFECTIVE MAY 22 1997 EQUIPMENT SUFFIXES /W AND /Y ARE AMENDED FOR USE IN U.S. DOMESTIC FLIGHT PLANS.

/W INDICATES AIRCRAFT HAS APPROVAL TO OPERATE IN AIRSPACE DESIGNATED FOR REDUCED VERTICAL SEPARATION MINIMA (RVSM).

/Y INDICATES THAT THE AIRCRAFT IS EQUIPPED WITH RNAV BUT NO TRANSPONDER.

PILOTS SHOULD NOTE THAT DOMESTIC DEFINITION OF /W IS NOW ALIGNED WITH ICAO FLIGHT PLAN EQUIPMENT SUFFIX /W. NEXT EDITIONS OF U.S. AIP (AERONAUTICAL INFORMATION PUBLICATION) AND AIM (AIRMAN INFORMATION PUBLICATION) WILL BE AMENDED TO REFLECT THESE CHANGES.

**7/2253 FDC PART 1 OF 3 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 79--PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE FLIGHT INFORMATION REGION (FIR) OF THE DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (DPRK).**

1. APPLICABILITY. THIS RULE APPLIES TO THE FOLLOWING PERSONS:

(A) ALL U.S. AIR CARRIERS OR COMMERCIAL OPERATORS.

(B) ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT SUCH PERSONS OPERATING U.S.-REGISTERED AIRCRAFT FOR A FOREIGN CARRIER.

(C) ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

**2. FLIGHT PROHIBITION**

(A) EXCEPT AS PROVIDED IN PARAGRAPHS 2(B), 3 AND 4 OF THIS SFAR, NO PERSON DESCRIBED IN PARAGRAPH 1 MAY CONDUCT FLIGHT OPERATIONS THROUGH THE PYONGYANG FIR.

(B) FLIGHT OPERATIONS WITHIN THE PYONGYANG FIR EAST OF 132 DEGREES EAST LONGITUDE ARE PROHIBITED UNTIL THE FAA DETERMINES, BASED ON INFORMATION FROM THE DPRK CIVIL AVIATION AUTHORITY, THAT THE PROPER LEVEL OF OPERATIONAL OVERFLIGHT SAFETY CAN BE ASSURED.

THE FAA WILL AMEND THIS SFAR AND PUBLISH A NOTICE TO AIRMEN (NOTAM) TO PERMIT FLIGHTS EAST OF 132 DEGREES EAST LONGITUDE ONCE THIS DETERMINATION IS MADE.

3. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH 1 FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE PYONGYANG FIR WHERE SUCH OPERATIONS ARE AUTHORIZED EITHER BY EXEMPTION ISSUED BY THE ADMINISTRATOR OR BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH FAA APPROVAL.

4. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND OF AN AIRCRAFT MAY DEViate FROM THIS SFAR TO THE EXTENT REQUIRED BY THAT EMERGENCY. EXCEPT FOR U.S. AIR CARRIERS AND COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF 14 CFR PARTS 121, 125, OR 135, EACH PERSON WHO DEVIATES FROM THIS RULE SHALL, WITHIN TEN (10) DAYS OF THE DEVIATION, EXCLUDING SATURDAYS, SUNDAYS, AND FEDERAL HOLIDAYS, SUBMIT TO THE NEAREST FAA FLIGHT STANDARDS DISTRICT OFFICE A COMPLETE REPORT OF THE OPERATIONS OF THE AIRCRAFT INVOLVED IN THE DEVIATION, INCLUDING A DESCRIPTION OF THE DEVIATION AND THE REASONS THEREFORE.

5. EXPIRATION. THIS SPECIAL FEDERAL AVIATION REGULATION NO. 79 WILL REMAIN IN EFFECT UNTIL FURTHER NOTICE.

**FDC 7/1461 FDC USERS OF U.S. GOVT WASHINGTON SECTIONAL**

AERONAUTICAL CHART 61ST EDITION 27 FEB 1997, REPLACE PREVIOUSLY ISSUED COPIES WITH CORRECTED EDITIONS IDENTIFIED WITH BLUE DOT ALONG TOP EDGE OF THE FRONT PANEL.

**FDC 6/8776 FDC BURUNDI ADVISORY**

ATTENTION U.S. AIRMEN AND OPERATORS: THE NATIONAL COUNCIL FOR THE DEFENSE OF DEMOCRACY (CNDD), ONE OF THE FACTIONS INVOLVED IN THE ONGOING CIVIL CONFLICT IN BURUNDI, ANNOUNCED THAT ANY AIRCRAFT OPERATING IN BURUNDI AIRSPACE WITHOUT CLEARANCE FROM THE COUNCIL COULD BE SHOT DOWN. ALTHOUGH THERE IS NO INFORMATION INDICATING AN ACTUAL INTENT TO CARRY OUT THIS THREAT, THIS FACTION MAY POSSESS THE WEAPONRY TO DO SO. THE FAA HAS NO INFORMATION ON HOW OPERATORS OBTAIN CLEARANCE FROM THE CNDD. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR BURUNDI.

**FDC 6/4847 FDC FI/T GPS ROUTING AND AT AUTOMATION TESTING.**

THE FOLLOWING WAYPOINTS: CLOWW (N424389/W715128), ZAGAR (N420049/W720245), DAYTN (N412900/W705100), AND JEENE (N413945/W713993) ARE DEPICTED IN THE IFR LOW ALTITUDE ENROUTE CHARTS L-28 AND L-25. THE PURPOSE OF THESE FIXES IS TO FACILITATE THE TESTING OF GPS ROUTING AND NEW AIR TRAFFIC AUTOMATION PROCEDURES. THEY ARE DESIGNED TO BE USED BY ADVANCED NAVIGATION CAPABLE AIRCRAFT THAT FILE WITH EQUIPMENT CODES OF E, F, AND G. 7/31/96 (AFS-400)

**FDC 6/2900 FDC CROATIA ADVISORY.**

THE DEPARTMENT OF DEFENSE HAS ISSUED THE FOLLOWING INSTRUCTION REGARDING THE AIRPORT AT DUBROVNIK, CROATIA (LDDU):

ALL PROCEDURES - INSTRUMENT APPROACH PROCEDURES NOT AUTHORIZED, AIRFIELD VMC ONLY.

CIVIL USERS ARE STRONGLY ENCOURAGED TO COMPLY WITH THIS MILITARY LIMITATION UNTIL SUCH TIME AS THE INSTRUMENT PROCEDURES CAN BE VALIDATED AS BEING IN COMPLIANCE WITH ICAO STANDARDS. 5/23/96

**FDC 6/2762 FDC FI/T - IRANIAN ADVISORY**

IRANIAN CIVIL AVIATION AUTHORITIES HAVE ISSUED NOTAMS DESCRIBING REQUIRED PROCEDURES FOR ENTRY INTO THE TEHRAN FIR.

PRIOR TO FLIGHT, ALL U.S. OPERATORS MUST BE FAMILIAR WITH APPLICABLE PROCEDURES FOR INTERCEPTION OF CIVIL AIRCRAFT AND SHOULD CHECK CURRENT IRANIAN NOTAMS FOR PROCEDURES FOR CONTACTING APPROPRIATE DEFENSE RADAR STATIONS. IF



UNABLE TO CONTACT THE DEFENSE RADAR STATIONS AS REQUIRED UNDER IRANIAN PROCEDURES. OPERATORS SHOULD NOTIFY TEHRAN ACC AND REQUEST TEHRAN ACC TO ATTEMPT CONTACT ON THE OPERATORS BEHALF. THE OPERATOR SHOULD ALSO CONTINUE TO ATTEMPT CONTACT WITH THE DEFENSE RADAR STATION DIRECTLY. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD FILE A FLIGHT PLAN WELL IN ADVANCE AND CAREFULLY ADHERE TO THAT FLIGHT PLAN AND/OR ALL AIR TRAFFIC CLEARANCES WHILE IN IRANIAN AIRSPACE.

THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR IRAN ADVISING, IN PART, THAT THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC OR CONSULAR RELATIONS WITH THE ISLAMIC REPUBLIC OF IRAN, AND THAT THE SWISS GOVERNMENT, ACTING THROUGH ITS EMBASSY IN TEHRAN, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN IRAN. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN IRAN SHOULD CONTACT THE SWISS EMBASSY IN TEHRAN FOR ANY NEEDED ASSISTANCE AT TELEPHONE 98-21-871-52-23 OR 98-21-871-52-24.

**FDC 6/1335 FDC FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS ATTENTION U.S. AIRMEN AND OPERATORS**

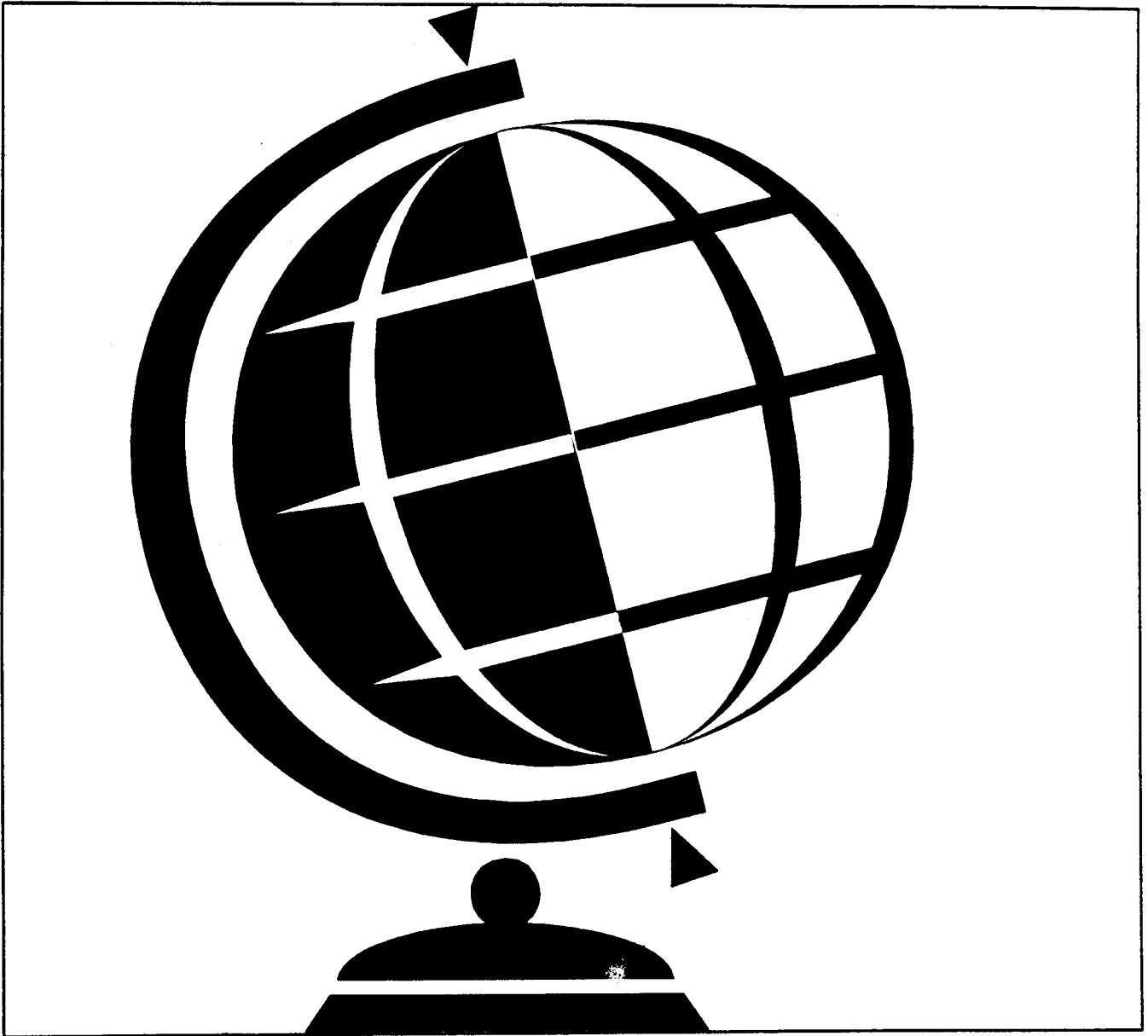
DUE TO RECENT INCIDENTS INVOLVING CIVIL AIRCRAFT OF U.S. REGISTRY THE FAA RECOMMENDS THAT ANY OPERATORS CONDUCTING FLIGHT IN THE FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS REMAIN VIGILANT FOR OTHER AIR TRAFFIC IN THE AREA AND STRICTLY ABIDE BY THE INTERNATIONAL AND FAA FEDERAL AVIATION REGULATIONS.

THE ADMINISTRATOR HAS ISSUED A CEASE AND DESIST ORDER AND NOTICE OF ENFORCEMENT POLICY EFFECTIVE FEBRUARY 29, 1998.

ANY PERSON HOLDING A U.S. AIRMAN CERTIFICATE AND/OR OPERATING U.S. REGISTERED CIVIL AIRCRAFT SHALL COMPLY WITH FEDERAL AVIATION REGULATIONS PROHIBITING UNAUTHORIZED OPERATION WITHIN CUBAN TERRITORIAL AIRSPACE. UNAUTHORIZED ENTRY INTO THIS AIRSPACE WILL SUBJECT THE INDIVIDUAL TO ENFORCEMENT ACTION TO THE MAXIMUM EXTENT PERMITTED BY LAW, INCLUDING: REVOCATION OF PILOT CERTIFICATE, MAXIMUM CIVIL PENALTIES, SEIZURE OF AIRCRAFT, AND JUDICIAL REMEDIES. FURTHER, ANY PERSON ATTEMPTING TO OPERATE AN AIRCRAFT AFTER REVOCATION OR WITHOUT A VALID CERTIFICATE IS SUBJECT TO CRIMINAL PENALTIES OF UP TO 3 YEARS IN PRISON AND/OR FINES.

## Part 2.

### REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 – *Revisions to Minimum En Route IFR Altitudes and Changeover Points* will no longer be published as a separate document. This information will be included in the *Notices to Airmen Publication* (NTAP) as Part 2. From December 8, 1994 until February 2, 1995, the information will be concurrently published in both documents. The bi-annual consolidation will continue as currently published.

We have ensured that all current subscribers of the Part 95 Amendment will automatically receive the NTAP. Anyone encountering distribution problems should contact ATZ-10 at (202) 267-9114.

**REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS  
AMENDMENT 405 EFFECTIVE DATE, NOVEMBER 6, 1997**

**§95.1001 DIRECT ROUTES-U.S.**

**§95.6009 VOR FEDERAL AIRWAY 9**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
SIDON, MS VORTAC	MARVELL, AR VOR/DME	2100
MARVELL, AR VOR/DME	GILMORE, AR VOR/DME	1900

**§95.6016 VOR FEDERAL AIRWAY 16**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
PINE BLUFF, AR VOR/DME	MARVELL, AR VOR/DME	1900
MARVELL, AR VOR/DME	HOLLY SPRINGS, MS VORTAC	2200

**§95.6054 VOR FEDERAL AIRWAY 54**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
LITTLE ROCK, AR VORTAC	MARVELL, AR VOR/DME	1900
MARVELL, AR VOR/DME	HOLLY SPRINGS, MS VORTAC	2200

**§95.6116 VOR FEDERAL AIRWAY 116**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
MACON, MO VOR/DME	QUINCY, IL VORTAC	*2700
*2100 - MOCA		

**§95.6148 VOR FEDERAL AIRWAY 148**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
MAYER, MN FIX	GOPHER, MN VORTAC	*3000
*2400 - MOCA		

**§95.6397 VOR FEDERAL AIRWAY 397**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
GREENVILLE, MS VOR/DME	MARVELL, AR VOR/DME	1900

**IS AMENDED TO DELETE**

FROM	TO	MEA
KOCHA, MS FIX	WALET, MS FIX	*5000
*1800 - MOCA		
WALET, MS FIX	HOLLY SPRINGS, MS VORTAC	*2500
*2000 - MOCA		

**§95.6436 VOR FEDERAL AIRWAY 436**

**IS AMENDED TO READ IN PART**

FROM	TO	MEA
BARNS, OK FIX	SAPPA, OK FIX	*4000
*2400 - MOCA		

**§95.6453 VOR FEDERAL AIRWAY 453****IS AMENDED TO READ IN PART**

FROM	TO	MEA
KING SALMON, AK VORTAC	DILLINGHAM, AK VOR/DME	2100

**§95.6509 VOR FEDERAL AIRWAY 509****IS AMENDED TO READ IN PART**

FROM	TO	MEA
ST PETERSBURG, FL VORTAC	*CROWD, FL FIX	**5000
*5000 – MRA		
**2600 – MOCA		

**§95.7010 JET ROUTE NO. 10****IS AMENDED TO READ IN PART**

FROM	TO	MEA	MAA
TWENTYNINE PALMS, CA VORTAC	HIPPI, AZ FIX	20000	45000
HIPPI, AZ FIX	DRAKE, AZ VORTAC	18000	45000

**§95.7074 JET ROUTE NO. 74****IS AMENDED TO READ IN PART**

FROM	TO	MEA	MAA
PARKER, CA VORTAC	NABOB, AZ FIX	21000	45000
NABOB, AZ FIX	ST JOHNS, AZ VORTAC	18000	45000

**§95.7086 JET ROUTE NO. 86****IS AMENDED TO READ IN PART**

FROM	TO	MEA	MAA
WINSLOW, AZ VORTAC	EL PASO, TX VORTAC	*27000	45000

\*MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.

**§95.7231 JET ROUTE NO. 231****IS AMENDED BY ADDING**

FROM	TO	MEA	MAA
TWENTYNINE PALMS, CA VORTAC	HIPPI, AZ FIX	20000	45000
HIPPI, AZ FIX	DRAKE, AZ VORTAC	18000	45000
DRAKE, AZ VORTAC	ST JOHNS, AZ VORTAC	18000	45000

**§95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS**

		<b>CHANGEOVER POINTS</b>
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**V-16**

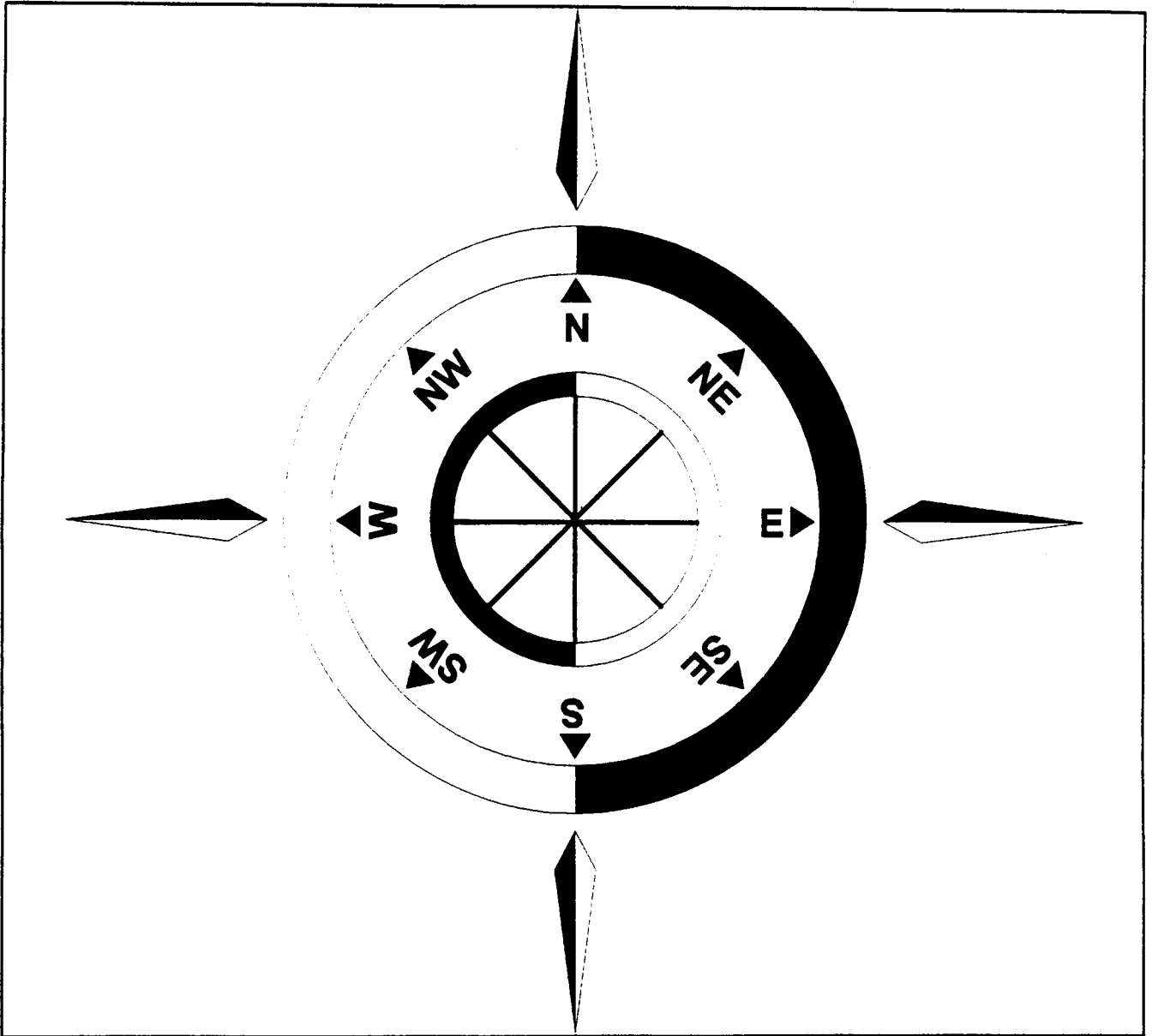
<b>FROM</b>	<b>TO</b>	<b>DISTANCE</b>	<b>FROM</b>
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PINE BLUFF, AR VOR/DME	HOLLY SPRINGS, MS VORTAC	35	PINE BLUFF

**V-186**

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VAN NUYS, CA VOR/DME	PARADISE, CA VORTAC	39	VAN NUYS

## Part 3.

# INTERNATIONAL NOTICES TO AIRMEN



# FOREWORD

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot's decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available upon separate subscription.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator. (See the IFIM for foreign

NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

**International Information Source Code Table**

<i>code</i>	<i>Information Source</i>
I or II (followed by the NOTAM number)	Class One or Class Two NOTAMs
AIP	Aeronautical Information Publication (followed by the AIP change number)
AIC	Aeronautical Information Circular (followed by the AIC number)
DOS	Department of State advisories
FAA	Federal Aviation Administration.

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.

# FOREIGN NOTICES

## ANGOLA

### Special Notice

Potentially hostile situation. Angolan Air Force has stated its intent to intercept unauthorized flights within Angola. Pilots must assume that there is an increased risk to aircraft operating in or passing over Angola. The possibility of hostile action is not to be discounted. Further, the U.S. Department of State has issued a travel warning for the area.

## CARIBBEAN

### Special Notice:

See Special Notice under Caribbean in the International Oceanic Airspace Notices.

### COMMUNICATION PROCEDURES FOR AIRCRAFT OPERATIONS WITHIN THE NASSAU AND GRAND BAHAMA TERMINAL CONTROL AREAS (TMAS')

Effective immediately, all aircraft operating or about to operate (IFR, VFR, including military unless specifically exempted, etc.) within the NASSAU and GRAND BAHAMA TMAS' and within a 50 nautical mile radius of Nassau and Freeport Int'l airports SHALL report as a minimum; to the respective Approach Control Unit as follows

- a. their identification
- b. aircraft type
- c. position
- d. direction of flight and
- e. cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

- a. "NASSAU APPROACH" on frequency 121.0 MHz.
- b. "FREEPORT APPROACH" on frequency 126.5 MHz.  
(Bahamas AIC 2/94)

## CHAD

The airspace defined below is classed as a prohibited zone from ground level to unlimited.

To the West, North and East: The Chad frontier between 10-48'N 15-05'E and 13-43'N 22-07'E. To the South: Arc of an 80 NM circle, centered on VOR "FL", between 10-48'N 15-05'E and 12-37'N 16-16'E; then via a straight line joining 12-37'N 16-16'E and 13-43'N 22-07'E.

For aircraft travelling to N'Djamena, entry to the prohibited zone is subject to prior authorization from the N'Djamena control authorities on frequencies 119.7 MHz or 118.1 MHz.

Any non-identified aircraft penetrating within a radius of 30NM around N'Djamena, Abeche position 13-51'N 20-51'E Moussoro 13-39'N 16-30'E and 10NM around Faya-Largeau position 17-55'N 19-07'E shall be intercepted and forced to land.

It is strongly advised that crews of aircraft flying within a sector less than 80 NM to the North, if equipped with SSR transponder, should display code A2000. (AIC 20/87)

## CHINA

In the interest of flight safety, all international flights entering China territory shall transmit flight plan messages to the relevant ATC services prior to departure and departure messages after take-offs in

accordance with the relevant provisions of China (see International Flight Information Manual). Otherwise, China will not undertake any responsibility for all consequences arising therefrom. (A23/88)

## COLOMBIA

### BOGOTA Restrictions in operations

From August 30, 1993, due to the increased operations and congestion at Eldorado International Airport, and repair of the parallel runway and access roads, the civil aviation authority effected the following controls:

a. There will be landing departing restrictions in the main runway at Eldorado Airport, and it should not be considered as an alternate airport for the following cases and hours:

1. Aircraft type and use p-w-e-i between 1130-1530 and 2100-2330 UTC.

2. Aircraft operated by aerotaxi companies between 1230-1430 and 2130-2330 UTC.

3. International flights of private aircrafts with foreign licenses between 1230-1430 and 2130-2330 UTC.

Instructional flights as well as training flights for all types of aircraft at Eldorado International Airport are prohibited.

b. the following exceptions apply to the above restrictions, with the previous coordination and/or approval by ATS authority:

c. Aircraft in a declared emergency

d. A verified ambulance flight.

e. VIP flights duly verified, as stated in the AIC Nr 01 of July 3, 1990.

f. Operations that can be undertaken on the parallel runway STOL, in accordance with existing Civil Aviation Provisions.(AIA-120 2/94)

### NEW INTERCEPTION PROCEDURES

A measure to prohibit the deliberate use of civilian aircraft for any purpose that is incompatible with civil aviation objectives has been adopted by the Government of Colombia.

Two restricted areas have been established, one on the north at Cuajira, and on the south near the Ecuador/Peru border, where the new policy will be strictly enforced. Colombia NOTAMS regarding the new policy and restricted areas need to be continually reviewed. The Colombia Aeronautical Information Publication (AIP) Page 76 7 list eleven (11) situations where aircraft may be destroyed if they are in violation.

The following is a translation of those situations:

a. aircraft that do not follow procedures in the case of interception IAW ICAO procedures.

b. aircraft that land in a different location than ordered by the intercepting aircraft and does not have an authorized flight plan.

c. aircraft that land on a clandestine runway within or outside a restricted or prohibited area after the hours of sunset;

d. foreign aircraft without an authorized flight plan;

e. intercepted aircraft that threatens or attacks the interceptor;

f. intercepted aircraft that ejects strange objects;

g. intercepted aircraft that attempts to elude the interceptor or that executes evasive maneuvers.

h. aircraft that intends to take off without authorization after being captured;

i. unidentified aircraft that overfly a military installation;



j. landed aircraft on a clandestine runway in the process of loading, unloading, refueling, or conducting other suspicious activity

k. aircraft conducting night operations from unauthorized runways or without a flight plan.

The measure is aimed at defending and preserving national sovereignty and preventing overflight by aircraft that do not have proper flight plan to overfly Colombian airspace. The government of Colombia considers this to be an appropriate measure in view of the constant violations of national sovereignty by aircraft involved in drug trafficking.

All aircraft not in conformity with international regulations and existing guidelines are subject to interception by military aircraft, when said aircraft are not in compliance with civil aviation rules.

Air defense aircraft will maintain full compliance with regulations and procedures approved by the International Civil Aviation Organization (ICAO) on the interception of civilian aircraft. All aircraft operators should be familiar with these internationally approved intercept procedures and the disabling action or consequences for not adhering.

While Colombia has indicated that aircraft of regular commercial airlines that transport passengers shall not be subject to this action under any circumstances, it is imperative that all aircrews comply with international and local regulations governing flights over Colombian airspace

## ECUADOR

All public and private foreign aircraft wishing to overfly or land in Ecuador should submit such request within a minimum of 48 hours or a maximum of 15 days to Director General of Civil Aviation (DGAC). Pre-paid response on mail is required if AFTN is not used. Commercial aircraft overflying must indicate business address for effective billing by DGCA. Unauthorized aircraft will be intercepted. (RWA 054)

## ETHIOPIA

Because of problems with 129.5 all aircraft operating north of 12 degrees North latitude within ADDIS ABABA FIR should contact Asmara Approach on 120.7 or, if unable VHF, on HF11300KHZ during the day or 5658KHZ at night. (NOTAM Class 2 9/88)

## IRAQ

Special Federal Aviation Regulation No. 61-2 Prohibition Against Certain Flights Between the United States and Iraq.

a. Applicability. This Special Federal Aviation Regulation (SFAR) No. 61-2 applies to all aircraft operations originating from landing in, or overflying the territory of the United States.

b. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 61-2

1. No person shall operate an aircraft on a flight to any point in Iraq, or to any intermediate point on a flight where the ultimate destination is any point in Iraq or that includes a landing at any point in Iraq in its intended itinerary, from any point in the United States;

2. No person shall operate an aircraft on a flight to any point in the United States from any point in Iraq, or from any intermediate point on a flight where the origin is in Iraq, or from any point on a flight which includes a departure from any point in Iraq in its intended itinerary; or

3. No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Iraq.

c. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Iraq described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee

established by UN Security Council Resolution 661(1990), and in accordance with UN Security Council Resolution 666 (1990).

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations or the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

e. Duration. This SFAR No. 61-2 shall remain in effect until further notice.



Special Federal Aviation Regulation No. 77 - Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

a. Applicability. This rule applies to the following persons:

1. All U.S. air carriers and commercial operators;

2. All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.-registered aircraft for a foreign air carrier; or

3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Flight prohibition. Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight operations over or within the territory and airspace of Iraq.

c. Permitted operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations over or within the territory and airspace of Iraq where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government.

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

e. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice. (AIA-120) (10-21/96)



## LIBYA

Special Federal Aviation Regulation No. 65-1 Prohibition Against Certain Flights Between the United States and Libya

a. Applicability. This Special Federal Aviation Regulation (SFAR) No. 65-1 applies to all aircraft operations originating from, landing in, or overflying the territory of the United States.

b. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 65-1:

1. No person shall operate an aircraft on a flight to any point in Libya, or to any intermediate point on a flight where the ultimate destination is any point in Libya or that includes a landing at any point in Libya in its intended itinerary, from any point in the United States;

2. No person shall operate an aircraft on a flight to any point in the United States from any point in Libya, or from any intermediate

point on a flight where the origin is in Libya, or from any point on a flight which included a departure from any point in Libya in its intended itinerary; or

3. No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Libya.

c. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Libya described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 748 (1992), as affirmed by UN Security Council Resolution 883 (1993).

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

e. Duration. This SFAR No. 65-1 shall remain in effect until further notice. (AIA-120) (10-21-96)

## MALAWI

Pilots flying foreign registered aircraft in Malawi will be required to present their licenses at the Air Traffic Services Reporting Office on arrival at the airport of entry. They will also be required to do so when filing a flight plan for any destination. The officer checking the license will have to be satisfied that the pilot license holder is properly licensed for the type of aircraft. He will check the nationalities of both aircraft and license before permitting the aircraft to depart. (AIC A2/88)

## MEXICO

Non-scheduled commercial, private, and official aircraft that operate in the Benito Juarez (Mexico City) International Airport will be subject to the following rules:

a. IFR departures and arrivals of single-engine piston aircraft are permitted only from 1600-2300 UTC.

b. IFR operations from or towards non-controlled airports within a 100 NM radius of the Mexico City Airport are permitted only from 1600-2200 UTC.

c. VFR flight plan operations by turbojet aircraft are prohibited.

d. Local flights are prohibited.

e. Flight plans should be filed with the SENEAM flight dispatch office not more than two (2) hours or less than thirty (30) minutes before the ETD. Notify the SENEAM flight dispatch office of any ETD variation greater than thirty (30) minutes.

f. Pilots should contact ground control fifteen (15) minutes before their ETD to receive a sequence number and engine starting time. Call clearance delivery ten (10) minutes prior to ETD for IFR clearance.

g. Pilots who do not call ground control before their ETD or who are not ready at the engine starting time indicated by ATC will lose their assigned sequence number and will be assigned a new number.

h. Transponders shall be operated as indicated in AIC 3/86.

i. Flights departing IFR during peak hours will be handled as follows: From 1300-1400 UTC the SENEAM dispatch service will only accept flight plans filed for compatible turbojet and/or turboprop aircraft with a cruising speed of 250 knots or greater. SENEAM will

adjust proposed departure times to provide at least four (4) minutes between proposals or ETDs.

## Special Notice: Special Landing Fees.

The government of Mexico has significantly reduced its fees for single and twin-engine piston aircraft operating in Mexico. As of January 1, 1994, a simple fee of 35 new pesos (approximately \$12 U.S. dollars) applies to each landing of a single-engine piston aircraft and a simple fee of 52 new pesos (approximately \$17 U.S. dollars) applies to each twin-engine piston aircraft landing. Caution: This fee information for Mexico is subject to change without notice. It is suggested that flight planners concerned with fee levels should contact Mexican civil aviation authorities directly to verify current fee schedules.

## PANAMA

### Special Notice:

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies enroute IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary (FAA)

## PORTUGAL/AZORES

### LAJES AIRPORT

Due to high terrain to the west, all turns and traffic circuits are made to the east; visual traffic circuit should not be flown less than three miles from island. All civilian aircraft authorized to land at this aerodrome will be handled by SATA Airlines and parked on civilian apron. Runway may not be visible during portions of down wind leg on circling approach. Caution - bird hazard exists on approach end of Rwy 10. Cattle may be grazing in the vicinity of Rwy 15/33.

## PERSIAN GULF and RED SEA

"While a ceasefire is now in effect, United Nations Security Council Resolution 687 (1991) maintains the maritime interception operations with respect to Iraq. Hostilities in the airspace over Iraq, Kuwait, the Arabian Peninsula and adjacent waters have now terminated, and the danger to civil aircraft operating in the area has lessened accordingly. Under terms of the ceasefire, coalition military units will continue to operate in the region. All aircraft operators are reminded to fully and strictly comply with all notams concerning aircraft identification procedures in use by these coalition forces. United States forces will continue to use the same procedures for identifying civil aircraft as published in previous notams. These procedures and the areas in which they apply are repeated for your information as follows:

a. Coalition military forces are operating north of 20 degrees north latitude in the area of the Arabian Sea, Gulf of Oman, Strait of Hormuz, and the Persian Gulf. Coalition forces are further operating north of 22 degrees north latitude in the area of the Red Sea. The timely and

accurate identification of aircraft in these areas is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. has stated that its military forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or helicopter) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering these areas should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 and/or UHF 243.0 MHz). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

b. Identified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and/or UHF 243.0 MHz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include: heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

c. In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance; comply with recommended heading and/or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmission or to respond to or comply with the advice given may place the aircraft at risk.

d. Aircraft transiting the areas mentioned above may minimize their exposure to the advisory procedure by maintaining an altitude above FL250, by avoiding off-airways routing, by executing all climbs and descents within national airspace and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

e. Illumination of a U.S. military forces with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action."

#### **NOTE-**

*This information is being provided to warn that measures in self defense are being exercised by United States forces, regional, and allied forces. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.*

### **RUSSIA**

#### **CHECHNYA ADVISORY**

The Russian Civil Aviation Authority has stated this area is identified as "Dangerous" and therefore no foreign air traffic will be allowed to fly through the airspace. Additionally, ITAR/TASS News reports indicate that aircraft have been shot down. For this reason, and the apparent escalating conflict, the FAA warns operators to avoid this area. (FAA AIA-120)

### **TURKS AND CAICOS ISLANDS**

The Turks and Caicos Islands shall be bounded by a terminal control area beginning at (22 34N 071 58W) clockwise direct (21 56N 071 10W) direct (21 22N 070 26W) direct (21 10N 070 40W) direct (20

57N 070 58W) direct (21 04N 071 23W) direct (21 48N 072 48W) direct point of beginning, from 1500 MSL up to and including FLO60.

Control Zones are situated at Providenciales (21 48N 072 18W) 10 NMR surface to 2500 AGL, Grand Turk (21 26N 071 08W) 10NMR surface to 2500 AGL, and South Caicos (21 31N 071 32W) 10NMR surface to 2500 AGL.

Transition level shall be FLO60. Transition altitude 5000 feet MSL.

Aerodrome control service is provided at Providenciales 119.9 MHz, at South Caicos 118.9 MHz, and at Grand Turk 126.0 MHz.

Approach control service within the terminal control area is provided by Grand Turk Approach Control Office 126.0 MHz.

Hours of operation of Terminal Control Area and associated Control Zones on limited basis. Voice advisory systems due to training and controller availability. Airspace below 2500 MSL will automatically revert to uncontrolled airspace during hours Grand Turk Approach Control is not in operation. (051900KMIAYF)

#### **Commonwealth of Independent States (CIS).**

**Special Notice:** Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

PROVIDENIYA BAY PAR+2 NDB RWY 01 VISUAL RWY 19:

APPROACH VISIBILITY MINIMUMS ARE 9 KM (9000 METERS) IFR OR VFR.

DEPARTURE MINIMUMS IFR OR VFR:

RWY 01 CEILING 750 METERS, VISIBILITY 5 KM (5000 METERS)

RWY 19 CEILING 300 METERS, VISIBILITY 1.5 KM (1500 METERS)

#### **NOTE-**

**NDB MINIMUMS APPLY WHEN USING PAR (VIS 9 KM/9000 METERS)**

(FAA/AAL-200, 4/91)

#### **Proposed Modification to Notification to Users**

The International Civil Aviation Organization (ICAO) has established standards which will go into effect January 1, 1998 affecting requirements for aircraft ILS/VOR receivers and VHF communications systems. These standards call for these aircraft navigational and communications systems to meet new requirements for immunity from interference from FM broadcast signals. The new requirements address the potential for increased FM interference with these avionics systems beginning in 1998. The details of these standards are outlined in ICAO Annex 10, Volume I, Paragraphs 3.1.4 and 3.3.8, and Annex 10, Volume III, Paragraph 2.3.3.

Due to measures taken by the FAA and the FCC, the enhanced avionics equipment called for by the subject standards will not be required or necessary in the United States. Accordingly, the U.S. has notified ICAO of its intention not to implement these standards in U.S. controlled airspace. However, all operators are reminded of their responsibility to comply with the applicable regulations in force in the foreign airspace in which they operate, including any regulations requiring upgraded navigational and communications equipment compliant with the subject standards.

(FAA/AIA-100, 7/28/97)

# DEPARTMENT OF STATE (DOS) ADVISORIES

## ADRIATIC SEA

United States military forces are operating in the Adriatic Sea. In view of the present state of increasing tensions in the Adriatic Sea, the timely and accurate identification of aircraft in this area is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or rotary-wing) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering the airspace over the Adriatic Sea north of forty (40) degrees north latitude should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 KHZ and UHF 243.0 MHZ). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

Unidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and UHF 243.0 and requested to identify themselves and to state their intentions. Such contacts may originate from military surface or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include; heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

**In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance, comply with recommended heading and/or altitude changes provided by U.S. military forces, and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmissions or respond to or comply with advice given may place the aircraft at risk.**

Aircraft transiting the areas mentioned above may minimize the exposure to the advisory procedure by maintaining an altitude above FL250; avoiding off-airway routing; executing all climbs and descents within national airspace; and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

**Illumination of a U.S. military unit with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action.**

This information is being provided solely to preclude the potential for any misinterpretation or misunderstanding which could result in an unfortunate accident; it does not affect the freedom of navigation of any individual or state. (FAA AIA-100 8/92)

## ARMENIA

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into these areas of conflict should be avoided. (DOS 11/93)

## AZERBAIJAN

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although

there exist no known direct threat to international air operations, it is recommended that non-essential flights into the areas of conflict should be avoided. (DOS 11/93)

## WESTERN SAHARA/CANARY ISLANDS

With immediate effect and until further notice, because of incidents in the Western Sahara Region on January 21 and February 21, 1985, and December 8, 1988 resulting in aircraft downings which were most likely caused by surface to air missile firings, it is strongly recommended that flights by U.S. operators maintain a minimum altitude of 20,000 feet over the land mass of the Western Sahara. For flights operating to or from Dakhla (ex Villa Cisneros) - (20-54N 17-04W), recommend all descents be made from seaward and climbs seaward until passing 20,000 feet. (DOS 086863 3/85; revised 12/88)

## CHAD

With immediate effect and until further notice, all aircraft are forbidden flight in certain Chadian skies so as to avoid military interception or worse. The affected airspace is described as that north of the line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

The ordinance delimits the affected airspace as follows:

a. To the western, northern, and eastern frontier of Chad between coordinates (10-48N 015-05E) and (13-43N 022-07E).

b. To the south an 80 NM arc centered on (FL) VOR delimited by the coordinates (10-48N 015-05E) and (12-37N 016-16E).

c. Straight line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

Aircraft approaching Ndjamen through the restricted airspace must obtain advance clearance by contacting authorities in Ndjamen on either of the following frequencies: 119.7 MHz or 118.1 MHz. (DOS 1196 3/86)

## COLOMBIA

The government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the state of Guajira, and all territorial waters north of these areas (12 NM from the coastline). The zone extends to an altitude of 7,000 feet, except over the mountains, where it extends to 20,000 feet. Pilots forced to enter this region should notify Colombian Civil Aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. It is mandatory that any pilot transiting this area have permission and flight plan on file at least 24 hours in advance of entering Colombian airspace. (DOS 5/83)

## GREECE

### Aegean Sea

The Greek government has modified the G-18 trans-Aegean route. A dual routing has been established for North/South traffic over the Aegean. The new route which is a direct route from Fiska (Yugoslav border) to Mesta (Chios Island) has been given the G-18 designation. The old G-18 route via Limnos has been redesignated as J-60. This route will still be the primary air traffic corridor on Saturdays and Sundays and during daylight hours on weekdays. The new route will only be utilized at night during weekdays (Monday thru Friday, 2000 until 0400 UTC). (DOS 5/86)

## **SOMALIA**

Intermittent small arms fire by various Somali factions has been reported in the vicinity of airports located at Mogadishu, Baledogle, Kisimayu, Baidoa, Bardera, Oddur and other Somalia landing zones. Pilots planning operations into Somalia are urged to contact appropriate air traffic control authorities on published frequencies well in advance of arrival to any Somali airport to request current airfield conditions and flight conditions, thereby allowing for potential diversion to a safe location in the event that small arms hostilities are occurring at intended destination. Because the situation in Somalia is subject to rapid change, pilots are urged to continuously exercise extreme caution throughout Somalia in view of reported hostilities.

## **SUDAN**

The Sudanese People's Liberation Army (SPLA) has attacked aircraft in southern Sudan and downed two civilian planes, a Fokker and a Cessna 404, shortly after takeoff from Malakal. The SPLA has warned civilian aircraft not to overfly SPLA controlled territory. Aircraft flying at high altitudes should be considered well out of range of anything in the SPLA's arsenal.

Civilian aircraft that intend to fly to destinations in southern Sudan should check first with aviation authorities in the Sudanese government to ensure that routes are safe and that airfields are open. (DOS 6/87)

# INTERNATIONAL OCEANIC AIRSPACE NOTICES

## ATLANTIC

### IMPLEMENTATION OF A REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ABOVE FL 290 IN THE NORTH ATLANTIC REGION: MONITORING PROCEDURES FOR THE VERIFICATION OF AIRCRAFT HEIGHT KEEPING PERFORMANCE

#### 1 Introduction

1.1 As part of the plan to verify aircraft height keeping performance before the implementation of RVSM, height monitoring of Minimum Aircraft System Performance Specification (MASPS) approved aircraft will commence henceforth and continue until further notice.

#### 2 Monitoring Methods

2.1 During the period of verification of MASPS approved aircraft, two methods of height monitoring will be employed to achieve the monitoring goals. One method will employ a fixed site Height Monitoring Unit (HMU) located 15nm east of Strumble VOR/DME at N51 56.00 W004 40.00 beneath Upper ATS Route UG1 in the United Kingdom. In order for aircraft to be monitored using this method, they will be required to overfly the HMU in straight and level flight at FL 290 or above. Where this method is not considered to be expeditious or practical, operators may arrange to carry a GPS Monitoring Unit (GMU) instead.

#### 3 Procedures for GMU Carriage

3.1 Operators with MASPS approved aircraft wishing to be monitored using the GMU method should contact Mr H Sell at ARINC Inc by telephone at (410) 266 4931 or by fax at (410) 573 3007. Where possible, operators are requested to anticipate the issue of MASPS approval so that best use of the available resources may be made. It should be noted that the carriage of a GMU for monitoring purposes need not necessarily be on a NAT flight.

#### 4 Monitoring using the HMU method

4.1 In order to facilitate successful monitoring by this method, aircraft should be operated so as to meet the following guidelines:

- a. Aim to fly the centerline of Upper ATS Route UG1.
- b. As a minimum, fly straight and level between FL 290 and FL 410 in the route segment between 004 30W and 004 50W.
- c. If condition (a) above cannot be met, the maximum recommended lateral offset from the centerline is 5nm. (Tracks outside this may be recorded but accuracy will be degraded, resulting in a less than optimum assessment of height keeping performance).
- d. Mode A squawk should not be altered in the geographical location set out at sub-paragraph 4.1(b) above.

#### 4.2 Pre-flight procedures

4.2.1 Operators proposing to divert from an optimum route in order to fly over the HMU are strongly advised to call the HMU Status line on +44 171 832 6031 for HMU serviceability information. While every effort will be made to ensure that the promulgated information is accurate, operators should note that the equipment may become unserviceable at short notice.

4.2.2 Aircraft for HMU monitoring should be flight planned to route via Strumble, in accordance with UK AIP RAC 8. Dispatchers should ensure that Item 18 of the ICAO flight plan includes both aircraft registration and RMK/HMU FLT.

#### 4.3 In-flight Procedures

4.3.1 As a reminder to the controller that the aircraft is attempting to be monitored by the HMU, crews should transmit "... for HMU flight" to London Control on initial contact is eastbound, or when west of CPT if westbound. Operational requirements permitting, the controller will endeavor to do his/her best to ensure the aircraft is routed through the HMU capture area in straight and level flight. Operators are advised that the serviceability status of the HMU will not be known by ATC; therefore, requests for information regarding the HMU should not be made on London Control frequencies.

4.3.2 It is recognized that it will be difficult for Gatwick based aircraft to be monitored using the HMU as the published routings via UR14 between Strumble and EXMOR will not allow the aircraft to comply with the required capture conditions. However, eastbound aircraft which would normally be routed onto UR14 after Strumble may request a tactical routing to take them into the capture area. Again, the controller will endeavor to oblige but if it is not possible to comply with the request, crews should not enter into lengthy dialog with the controller.

#### 4.4 Post Flight Procedures

4.4.1 ATC will have no way of knowing whether an aircraft has been successfully monitored by the HMU. Operators wishing to ascertain this information may fax a request to the NAT Central Monitoring Agency (CMA) at +44 171 832 5562. It should be appreciated that it will take a finite time to collate the requisite information and that while every effort will be made to reply as soon as possible, operators should not expect to receive a reply sooner than one week after receipt of their request. 5/8/96 (AFS400)

## International Oceanic Airspace Notice ATLANTIC

### Implementation of Reduced Vertical Separation Minima (RVSM);

#### Operational Procedures

Effective March 27, 1997, reduced vertical separation minima (RVSM) will be implemented in all designated Minimum Navigation Performance Specification (MNPS) airspace of the North Atlantic (NAT) region between flight levels 330 and 370, inclusive. Within this airspace, vertical separation will be reduced from 2000 ft to 1000 ft between approved aircraft.

Aircraft and operators currently operating within MNPS airspace are required to meet the lateral navigation performance standards of MNPS and are required to be approved to conduct MNPS operations by the State of Registry or the State of the Operator, as appropriate.

Effective March 27, 1997, operators that choose to operate between FL 330 and FL 370, inclusive, are required to be approved by the State of Registry or the State of the Operator for both MNPS and RVSM operations. Operators that choose to operate in MNPS airspace at FL 310 and below and/or FL 390 and above are required to be approved for MNPS operations only.

RVSM approval is required for both the aircraft and the operator. RVSM approved aircraft are required to be equipped with altimetry, altitude alert, automatic altitude control, and transponder systems that are approved by the appropriate State authority. Operator approval requires the operator to adopt flight crew and maintenance operating practices and procedures appropriate to RVSM operations. NAT Doc 002, FAA Interim Guidance 91-RVSM, and Joint Airworthiness Authorities Information Leaflet (JAA IL) 23-1 contain guidance on aircraft and operator approval. NAT Doc 002 has been distributed to States by the ICAO Paris Office.

Flight Planning Note. Operators must annotate block 10 (Equipment) of the ICAO flight plan with the letter "W" to indicate RVSM approval. The letter "X" should still be used to indicate MNPS approval.

### Contingency Procedures.

Pilots must be aware of the revised contingency procedures adopted for RVSM. These procedures are printed in NAT Doc 002, FAA Interim Guidance 91-RVSM, and JAA IL 23-1. One key element of the revised procedures is the use of a 500 foot (instead of a 1,000 foot) altitude offset when such an offset is considered necessary.

### Transition Areas within the New York FIR

Aircraft transitioning to/from RVSM flight levels in the New York FIR should expect transitions to occur:

Westbound (from RVSM to conventional vertical separation minima-CVSM):

Prior to 18 North for aircraft entering the Piarco FIR;

Prior to crossing 60 West for aircraft entering the West Atlantic Route System (WATRS) or San Juan non-radar airspace; or

Within Bermuda radar coverage for aircraft that will enter that airspace.

Eastbound (from CVSM to RVSM):

After crossing 18 North and prior to entering RVSM airspace;

After crossing 60 West for aircraft entering RVSM airspace from WATRS; or

Within Bermuda radar coverage for aircraft that will overfly that airspace.

### A699/A700

Northeast bound, CVSM to RVSM – expect transitions after passing AKERS or SLATN;

Southwest bound, RVSM to CVSM – expect transitions prior to AKERS or SLATN.

NOTE: Do not expect FL 340 or FL360 on these airways.

RVSM/CVSM transitions may be issued in other portions of the airspace depending on traffic conditions; all airspace in the New York FIR has been designated as "transition airspace." Aircraft may be assigned altitudes above or below the RVSM stratum as traffic requires.

### "When Able Higher" (WAH) Reports

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct Controller-Pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

*Example:* "GLOBAL AIR 543, 40 NORTH 40 WEST AT 1010, FLIGHT LEVEL 350, ESTIMATING 40 NORTH 50 WEST AT 1110, 40 NORTH 60 WEST NEXT. ABLE FLIGHT LEVEL 360 AT 1035."

NOTE: Pilots may include more than one altitude if that information is available.

*Example:* (after stating initial report) "ABLE FLIGHT LEVEL 360 AT 1035. ABLE FLIGHT LEVEL 370 AT 1145, ABLE FLIGHT LEVEL 390 AT 1300."

### Mandatory Pilot Reports

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360 and 370).

*Example:*

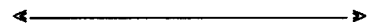
1. (initial altitude readback): "GLOBAL AIR 543 CLIMBING TO FLIGHT LEVEL 360."

2. (upon reaching assigned altitude): "GLOBAL AIR 543 LEVEL AT FLIGHT LEVEL 360."

### Non-RVSM Aircraft Climbing/Descending Through RVSM Airspace

If requested, ATC may clear aircraft that are not RVSM certified to climb/descend through RVSM airspace if traffic permits. However, the aircraft must maintain a standard rate of climb or descent. There are no provisions for non-RVSM certified aircraft to cruise-climb through RVSM airspace or to level off and maintain any altitude within RVSM airspace at any time.

(3/31/97 – ATO-100)



### SPECIAL NOTICE — FLIGHT PLANNING IN THE NEW YORK CTA/FIR

Implementation of the Oceanic Display and Planning system (ODAPS) at New York Center is completed, thereby requiring a change in flight plan addressing. Effective immediately, all operators' flight planning into or through the New York Oceanic Control Area shall address flight plans as follows:

a. For flights entering the New York Oceanic Area from a point beginning at 4137N/6700W clockwise to 4230N/6000W to 4347N/5453 thence along the New York oceanic boundary to 1800N/6100W, shall address flights' plans to KZWY ZQZX.

b. All other flights entering New York Oceanic Control Area, *excluding* departures from Bermuda, shall address flight plans to KZNY ZQZX.

c. Bermuda departure flight plans shall be addressed to KZNY ZQZX.

d. When flight planning in the NAT, especially on routes to/from Europe and the Caribbean, users are requested to establish significant points not more than one (1) hour apart.

e. For all flights entering the New York Oceanic Control Area, users are requested to file the New York FIR boundary time in the EET field as: "KZNY(time)."

f. "The distance between significant points shall as far as possible, not exceed one hour's flight time. Additional significant points shall

be established as deemed necessary." (Document 4444, RAC/501/13 Appendix 2, A2-6).

g. Following these procedures will avoid processing delays that could affect timely receipt of oceanic clearances or requested routes and altitudes.



### SATVOICE CAPABILITY - NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). Satvoice contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

#### NOTE-

*Aircraft should be logged onto the Atlantic Ocean Region West (AOR-W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.*

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N; and 436696 (WATRS Area).



### ATLANTIC AND PACIFIC AREA LORAN-C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard Loran station is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitors the day-to-day operations of the LORAN-C chain under their control. General information is also available. Contact either the applicable COCO or the Loran management staff at the phone numbers below.

a. COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607)869-1334

b. COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709)454-3261. COCO: (709)454-2392.

c. COCO Southeast U.S. (7980) and South Central U.S. (9610) chains is located at LORAN Station Malone, FL. COCO: (334)899-5225.

d. COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707)765-7590.

e. COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604)659-5680

f. COCO Gulf of Alaska (7960) and North Pacific (9990) chains is located at LORAN Station Kodiak, AK. COCO: (907)487-5583.

g. Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703)313-5875

h. Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707)765-7582

i. U.S. Coast Guard's Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703)313-5900. Internet Address: <http://www.navcen.uscg.mil>

j. Scheduled LORAN-C off-air times are also available from one or more of the following sources:

1. The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703)313-5910.

2. Published U.S. Coast Guard Local Notice to Mariners

3. Canadian Coast Guard Notices to Shipping (NOTSHIPS)

4. U.S. FAA Notice to Airmen (NOTAMS)

5. U.S. Coast Guard marine radio voice broadcasts

6. Navtex Broadcasts

7. U.S. Coast Guard Navigation Center, Internet Address: <http://www.navcen.uscg.mil>

k. For better service on any request for operations data (e.g., to check on a suspected LORAN-C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable the Coordinator of Chain Operations to quickly check the record for the period in question.

l. Information concerning Overseas LORAN-C is available via internet address <http://www.navcen.uscg.mil>.

### OMEGA

Omega will not be an available Radionavigation service after 30 September 1997. The U.S. will terminate its participation in the Omega System on 30 September 1997. Prior to 30 September 1997 the following user services will be provided:

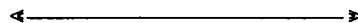
a. Summary status and propagation anomaly notifications are broadcasted from WWV by telephone and radio at 14-15 minutes past the hour and WWVH at 43-44 minutes past the hour. Telephone: (303)499-7111. Radio frequencies: 2.5, 5, 10, 15, 20 MHz.

b. Coast Guard Navigation Center, Alexandria, VA. (Recorder announcement): (703) 313-5906.

c. U.S. Naval Observatory (USNO) (Automated Data Service): (202)762-1503/1602/1610.

d. If additional information is required, contact the Coast Guard Navigation Center, Alexandria, VA, (703)313-5900.

1/8/97 (ATO-3)



### EUROCONTROL

#### SPECIAL NOTICE WESTERN EUROPE

The Central Flow Management Unit (CFMU) of Eurocontrol began operations on April 27, 1995, at 0001 UTC. The initial phase included two operations:

a. The initial implementation of the Integrated Flight Plan Processing System (IFPS). This system consolidates the member countries IFR flight data processing (FDP) into one system and will begin with the countries of France, Germany, Netherlands, Belgium, and Luxembourg. Other countries will be added over the next year. Once a country's FDP has been consolidated into the IFPS it becomes that country's sole source of flight plan information.

b. The CFMU will also assume responsibility for centralized flow control within the area of responsibility of the former Paris Air Traffic Flow Management Unit (CORTA). In order to operate on an IFR/GAT\* flight plan within this area, a slot time may be required. This is determined by filing through the IFPS. Unless a valid flight plan has been received and acknowledged by the IFPS, any required slot time will not be assigned and an IFR clearance will not be issued whether a slot time is required or not. The Frankfurt, United Kingdom, Rome and Madrid flight plan areas will be added into this centralized system of flow management between October 1995 and April 1996.

Additional information may be obtained from Aeronautical Information Circulars/NOTAMS issued by the individual countries,





# U.S. OVERLAND/OCEANIC NOTICES

## GENERAL

### SPECIAL NOTICE — TURBULENCE IMPACT ASSESSMENT

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

### SPECIAL NOTICE — REVISED HOLDING PATTERN AIRSPEED

Holding pattern airspeeds have been revised as follows:

- a. Maximum Holding airspeed for use by civil turbojets holding at 6000 feet or below is 200 KTS IAS.
- b. Maximum holding airspeed for use by civil turbojets holding from above 6000 feet through 14000 feet is 230 KTS IAS.
- c. Aircraft with an operational requirement to hold at airspeeds in excess of 200 KTS IAS or 210 KTS IAS respectively at 14000 feet or below, advise Air Traffic Control of your operational requirements prior to entering the holding pattern. (AVN-220)

### SPECIAL NOTICE — NADIN

Correct NADIN system processing of ICAO flight plans in ARTCCs fifth through eight characters of address must be ZQZX for the first domestic ARTCC and ZRZX for all other ARTCCs. (KFDC 15/88)

**EXCEPTIONS:** See: NEW YORK CTA/FIR, SPECIAL NOTICE — Flight Planning in the NEW YORK CTA/FIR.

### SPECIAL NOTICE — IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

- a. Between sunset and sunrise;
- b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs); or
- c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 ft MSL should be especially aware of this requirement. (FAA)

### SPECIAL NOTICE — LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, he should:

- a. Adjust his transponder to reply on Mode A/3, Code 7700 for a period of 1 (one) minute;
- b. then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first; and
- c. repeat steps A and B as practicable.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure.

However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

### SPECIAL NOTICE — NAT ATS MESSAGE FORMAT

The following is submitted in an effort to standardize ATS message formats for air/ground communications in the North Atlantic (NAT) Region:

#### 1. General

1.1. All NAT air-ground messages are categorized under one of the following headings (excluding emergency messages):

- a. Position Report
- b. Request Clearance
- c. Revised Estimate
- d. Miscellaneous Message

1.2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

- a. Use the correct type of message applicable to the data transmitted;
- b. State the message type on the contact call to the ground station or at the start of the message;
- c. Adhere strictly to the sequence of information for the type of message;
- d. All times in each of the messages should be expressed in hours and minutes.

#### 2. Description of ATS Message Types

2.1. Aircraft should transmit air-ground messages using standard RTF phraseology in accordance with the following:

##### 2.1.1. POSITION

To be used for routine position reports.

#### CONTENT AND DATA SEQUENCE

- a. "POSITION"
- b. Flight identification
- c. Present position
- d. Time over present position (hours and minutes)
- e. Present flight level
- f. Next position on assigned route
- g. Estimated time for next position (hours and minutes)
- h. Next subsequent position
- i. Any further information; e.g., MET data or Company message

#### EXAMPLE—

"POSITION, SWISSAIR 100, 56N 010W 1235, FLIGHT LEVEL 330, ESTIMATING 56N 020W 1310, NEXT 56N 030W"

##### 2.1.2. REQUEST CLEARANCE

a. To be used, in conjunction with a routine position report, to request a change of mach number, flight level, or route and to request westbound oceanic clearance prior to entering Reykjavik, Santa Maria or Shanwick CTAs.

#### CONTENT AND DATA SEQUENCE

1. "REQUEST CLEARANCE"

2. Flight identification
3. Present or last reported position
4. Time over present or last reported position (hours and minutes)
5. Present flight level
6. Next position on assigned route or oceanic entry point
7. Estimate for next position or oceanic entry point
8. Next subsequent position
9. Requested mach number, flight level or route
10. Further information or clarifying remarks

**EXAMPLE-**

"REQUEST CLEARANCE, TWA 801, 56N 020W 1245, FLIGHT LEVEL 330, ESTIMATING 56N 030W 1320, NEXT 56N 040W, REQUESTING FLIGHT LEVEL 350"

b. To be used to request a change in mach number, flight level or route when a position report message is not appropriate

**CONTENT AND DATE SEQUENCE**

- a. "REQUEST CLEARANCE"
- b. Flight identification
- c. Requested mach number, flight level or route
- d. Further information or clarifying remarks

**EXAMPLE-**

"REQUEST CLEARANCE, BAW 212, REQUESTING FLIGHT LEVEL 370"

**2.1.3. REVISED ESTIMATE**

To be used to update estimate for next position

**CONTENT AND DATA SEQUENCE**

- a. "REVISED ESTIMATE"
- b. Flight identification
- c. Next position on route
- d. Revised estimate for next position (hours and minutes)
- e. Further information

**EXAMPLE-**

"REVISED ESTIMATE, WDA 523, 57N 040W 0325"

**2.1.4. MISCELLANEOUS**

To be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station.

**CONTENT AND DATA SEQUENCE**

- a. Flight identification
- b. General information or request in plain language and format free.

**SPECIAL NOTICE — INSPECTION OF MEANS OF CONVEYANCE**

*Inspection of aircraft prior to departure.* No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam.

(USDA-Regulation 318.13-9)

**SPECIAL NOTICE — INSPECTION OF MEANS OF CONVEYANCE**

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. (USDA-Regulation 318.58-9)



**POSTPONEMENT OF GLOBAL IMPLEMENTATION OF REVISED AIRCRAFT TYPE DESIGNATORS**

The 25th edition of Aircraft Type Designators (ICAO Doc 8643) contains an extensive revision of aircraft type designators. Note that the effective date of this document has been postponed by ICAO from 27 March 1997 to 6 November 1997. Until 6 November 1997, the information contained in the 24th edition of Aircraft Type Designators (ICAO Doc 8643) will remain valid.

(ATO-3 4/6/97)



**ANCHORAGE CTA/FIR**

**NOTICE OF RNP-10 IMPLEMENTATION IN NORTH PACIFIC (NOPAC).**

THE COMPOSITE SEPARATION CRITERIA (50 NM LATERAL AND 1,000 FOOT VERTICAL SEPARATION) IN THE NOPAC (ANCHORAGE FIR) IS PLANNED TO BE CANCELED AND REPLACED WITH 50 NM LATERAL SEPARATION ONLY BASED ON A REQUIRED NAVIGATION PERFORMANCE 10 NM (RNP-10) CAPABILITY AS DEFINED BY ICAO REGIONAL SUPPLEMENTARY PROCEDURES DOC 7030/4 PAC/RAC, PART 1, CHAPTER 6. RNP-10 WILL BE REQUIRED FROM FL310 TO FL410 FOR NOPAC ATS ROUTES R220 AND G344 INCLUDING ALL OCEANIC, OFFSHORE OR PACOTS TRACKS THAT CROSS OR JOIN R220 OR G344. IN ADDITION, RNP-10 WILL BE REQUIRED FROM FL290 TO FL410 FOR ATS ROUTES R580, A590, G469, R341, B327, AND R591 IN THE NOPAC. NOPAC WESTBOUND AIRCRAFT NOT RNP-10 QUALIFIED MAY FLIGHT PLAN R220 AT OR BELOW FL290 AND NOPAC EASTBOUND AIRCRAFT NOT RNP-10 QUALIFIED MAY FLIGHT PLAN G344 AT OR BELOW FL290. AIRCRAFT NOT RNP-10 QUALIFIED MAY FLIGHT PLAN ANY ROUTE AT OR ABOVE FL430 OR FL280 AND BELOW. CLEARANCE FOR NON-RNP-10 QUALIFIED AIRCRAFT AT ALTITUDES OTHER THAN LISTED ABOVE WILL BE GRANTED ON A CASE BY CASE BASIS SUBJECT TO TRAFFIC.

OPERATORS ARE REQUIRED TO OBTAIN AN APPROVAL BY STATE OF REGISTRY OR STATE OF OPERATOR, AS APPROPRIATE TO BE QUALIFIED AS RNP-10 CAPABLE. RNP-10 APPROVAL CRITERIA FOR US AIR CARRIERS (8400.12) CAN BE OBTAINED ON INTERNET AT WWW.FAA.GOV/AUA/IPT\_PROD/OCEANIC/RNP.HTM. QUESTIONS SHOULD BE DIRECTED TO FAA AIR TRAFFIC OPERATIONS, AT 1-202-267-9467. THESE REQUIREMENTS HAVE BEEN ESTABLISHED BY DIRECTION OF THE FAA ADMINISTRATOR.



## ARINC

### SATCOM VOICE FOR ATC USE

Effective June 1, 1996, ARINC began normal operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact an ARINC Comm Center should use the following INMARSAT Security Numbers (published on Jepp En route Charts) to call the appropriate ARINC Center:

Oceanic Area	Center	Number
Atlantic/Caribbean Central/South America	NYC	436623
Pacific	SFO	436.625

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasions when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operational Control Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 410-266-4430 to provide, update, or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

### GULF OF MEXICO VHF COMMUNICATIONS

Due to the distances involved, signal levels received by aircraft communicating with New York ARINC in the Gulf of Mexico on frequency 130.700 MHz will be weaker than normally encountered in VHF communications. Most aircraft usually have the squelch setup to communicate where signal levels are much higher and to totally eliminate background noise for the flight crew.

In order to increase the range and maximize the coverage area, aircraft are asked to utilize the following squelch settings on their VHF radios while monitoring or communicating with New York ARINC.

On aircraft with an OPEN/CLOSE squelch switch, the squelch should be set to the OPEN position while communicating or after being SELCAL'ed.

Aircraft with an adjustable system should first set their squelch to fully open position and then adjust to where the noise is reduced or just closed. This will allow the weakest signals to be heard.

Utilizing this procedure will increase the background noise heard by the flight crew but will allow communications at a much greater range.

Direct any questions to ARINC Air/Ground operations at 410-266-4430.

### ARINC CONSOLIDATION OF PACIFIC OPERATIONS AT SFO STATUS

ARINC has completed the consolidation of all its Pacific HF communications operations at the ARINC SFO Communications Center. All HF Radio coverage for Air Traffic services within the Oakland and Anchorage Oceanic FIRs are now consolidated at SFO ARINC. In addition, all Pacific HF long distance operational control frequencies (LDOCF) are now controlled from the SFO radio facility.

The ARINC Honolulu Communications Center has ceased all HF and VHF radio guard on the Pacific Ocean after 50 years of continuous operation. HF radio coverage has not been changed or affected. However, as all transmitters and receivers which were operated at HNL have been removed and are being controlled from the ARINC SFO

Communications center. All currently published and charted HF and VHF frequencies shown in the Pacific Oceanic Regions for Honolulu are available for use and are now guarded by ARINC SFO. Questions regarding this notice should be directed to ARINC AIR/GROUND Operations at (410) 266-4430 / HDQXGXA / KHDQXAAG, or [agops@arinc.com](mailto:agops@arinc.com).

(9/23/97) ARINC

### SPECIAL NOTICE - NAVIGATION WARNING

U.S. Aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Commonwealth of Independent States (CIS) (former Soviet Union) territory. Recognition that many flight tracks on this route provide minimum separation from CIS airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over CIS territory. Pilots and operators of small aircraft performing bear hunting flights or other types of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in CIS airspace. (FAA)

### SPECIAL NOTICE - ENROUTE COMMUNICATIONS PROCEDURES

Enroute Communications procedures supporting flight operations in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ACC.

Flight crews operating aircraft in that airspace under those circumstances are expected to maintain communications with Cambridge Bay Radio and a listening or SELCAL watch on HF frequencies of North Atlantic Delta NAT D network. Viz, 2971, 4675, 8891, 11279 kHz. Cambridge Bay Radio will accomplish necessary relay between enroute aircraft and the Anchorage Center. Additionally, and in view of reported marginal reception of Honolulu Pacific VOLMET broadcast in that and adjacent Canadian airspace, Cambridge Bay Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request. (FAA)

### ANCHORAGE OCEANIC CTA/FIR

Effective 10 October 96, new ATS Route G349 will exist between NEONN (N60°49.32 W, 165°00.60 on ATS Route R220) heading/bearing 255/072 for 383NM to MARCC (N60°11.60 W 177°53.60 on ATS Route W460/G583).

### HOUSTON CTA/FIR

### SPECIAL NOTICE - TEST OF MACH NUMBER TECHNIQUE

Effective September 1, 1994, the Houston ARTCC and Merida ACC's began the test application of the MACH Number Technique in the Gulf of Mexico. This technique, as prescribed in ICAO Regional Supplementary Procedures, Document 7030/4, CAR/RAC-9, paragraph 6.2.1.2.c, has been expanded to include the Merida and Monterey CTA/FIR's and will allow for reduction of longitudinal separation standards base on speed assignment. Because separation is based on speed assignment, it is important that pilots strictly adhere to the speed assignment until instructed otherwise. Speed assignment may be applied to aircraft climbing, descending, and at level flight. If the preceding aircraft is Mach .03 faster than the following aircraft, separation may be reduced to 10 minutes. When the preceding aircraft is Mach .06 faster than the following aircraft, separation may be reduced to 5 minutes.

Aircraft operating in the Gulf of Mexico transitioning between the Houston CTA/FIR and the Meridia or Monterey CTA/FIR should anticipate the application of the procedure when circumstances permit. Aircraft filing flight plans through the Gulf of Mexico shall file their true airspeed in the form MACH number.

This change is published in accordance with ICAO Regional Supplementary Procedures, Document 7030.4, CAR/RAC-9, Paragraph 6.4.1. This NOTAM will be canceled upon publication of this information in the United States Aeronautical Information Publication or ICAO Regional Supplementary Procedures, Document 7030/4, whichever occurs first.

## SPECIAL NOTICE - COMMUNICATIONS AND POSITION REPORTING

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

b. Maintain a continuous listening watch on the appropriate radio frequency.

c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications, below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W TO  
24 30 00N 93 00 00W TO 24 30 00N 88 00 00W TO  
24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area is available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5  
ANNEX 11, PARAGRAPH 6.1.2  
PANS-RAC 4444, PART 2, PARAGRAPH 14  
DOC 7030, CAR, PARAGRAPH 3. (FAA)

### MIAMI CTA/FIR

#### Havana CTA/FIR -- Miami CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W-8300W 132.2 VHF/323.1 UHF  
between 8000W-8100W 124.7 VHF/323.0 UHF  
between 7810W-8000W 135.22 VHF/381.45 UHF  
between 7810W-Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 \_ at an above FL170 132.2 VHF/323.1 UHF, at and below FL160 133.5 VHF/306.9 UHF.

B503 \_ 127.22 VHF/239.02 UHF

G437 - 125.7 VHF/307.9 UHF

A301 & R628 - 134.6 VHF/269.05 UHF.

#### NOTE-

This information should appear on all applicable Domestic and Latin American High/Low Enroute Charts.

## Radar separation

Miami ARTCC is utilizing limiter radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (FAA 10/25/93)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

### NEW YORK CTA/FIR

#### NEW YORK OCEANIC CTA/FIR

EFFECTIVE 5 DECEMBER 1996, CHANGES TO THE ATS ROUTE STRUCTURE IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA INCLUDE DELETION OF REPORTING POINTS JESSE AND HUNKY AND REVISIONS TO ATS ROUTES G446, A699, R514 AND G437 TO INCLUDE NEW REPORTING POINTS SARJE AND HAINY AS FOLLOWS:

ATS Route G446				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
OLDEY	(no change)			
JAINS (XA700) (ZNY/ZJX BNDRY)	(no change)	CRP	154/335	75
HAINY	N30 18 53.19/W07 6 12 06.66	NCRP	171/351	75

SARJE (XA699/R514/ G437)	N29 07 10.27/W07 5 47 36.68	CRP	171/351	80
BROOM (ZNY/ZMA BNDRY)	(no change)	CRP		
CLETE...MIQ	(no change)			

ATS Route A699				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
SA...ODEAL	(no change)			
BURTT (X513/R763)	(no change)	CRP	233/049	203
SARJE (XG446/R514/ G437)	N29 07 10.27/W0 75 47 36.68	CRP	247/065	74
LOUIZ (ZNY/ZMA BNDRY)	(no change)	CRP		
NUCAR...PBI	(no change)			

ATS Route R514				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
LOUIZ (ZNY/ZMA BNDRY)	(no change)	CRP	065/247	74
SARJE (XA699/G437/ G446)	N29 07 10.27/W0 75 47 36.68	CRP	072/256	166
DRIBL (XR763)	(no change)			
FLORI...BDA	(no change)			

ATS G437				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
GYV...ELBOW	(no change)			
MAPYL (ZNY/ZMA BNDRY)	(no change)	CRP	015/195	78
SARJE (XA699/R514/ G446)	N29 07 10.27/W0 75 47 36.68	CRP		

## NEW YORK OCEANIC CTA/FIR

EFFECTIVE IMMEDIATELY, ALL AIRSPACE USERS ENTERING NEW YORK CENTERS' WEST ATLANTIC ROUTE SYSTEM (WATRS) SOUTHBOUND ON ATS ROUTES A554, A300, A523 AND G432 SHALL FLIGHT PLAN AND FILE THE FOLLOWING ROUTES:

ATS ROUTE	NEW ROUTING
For A554	LINND-RANCO-KUPEC-A554
For A300	LINND-DIDDLE-WAYDE-A300
For A523	LINND-KWINN-GABES-A523
For G432	LINND-RETTA-TARGA-G432

SIGNIFICANT POINT	COORDINATES
RANCO	37°54.0'N/071°33.0'W
DIDDLE	37°58.0'N/071°10.0'W
KWINN	38°08.0'N/070°42.0'W
RETTA	38°19.0'N/070°21.0'W

### NOTE-

- ① Users of B24 (either direction) are NOT effected.
- ② Northbound A300, A523, A554, G432 are NOT effected.

1/23/97 (ATO-3)



## NEW YORK OCEANIC CTA

The following change to the North American Routes (NAR) for the North Atlantic is due to airway changes in the Winnipeg Flight Information Region (FIR) and West Atlantic Route System (WATRS) Area that are already in effect. The NAR change will be effective on 15 August 1996 at 0901 UTC.

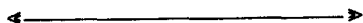
WESTBOUND ROUTES COMMON PORTION			
Amend the following routes:			
NAR Designator	Coastal Fix	Route Description	Inland Navigation Fix
N 2E	PRUIT	A637 COBBL	ZQA
N 532C	IKMAN	FEDDY SCA INDIA YRL	HML

## NEW YORK FIR

### Oceanic Clearances

Aircraft operating through North Atlantic MNPS airspace are required to have a detailed clearance before entering MNPS airspace. The clearance, commonly referred to as an "Oceanic Clearance," must include either the specific NAT Track to be flown or the point-to-point grid coordinates in the case of a random route. The clearance must be issued by ATC and acknowledged by the pilot. Oceanic clearances are not required for aircraft that will not operate in MNPS Airspace (MNPSA). For aircraft that will enter MNPSA, the clearance may be received at anytime prior to crossing the MNPSA boundary. This means that aircraft may fly for a considerable period in non-MNPS oceanic airspace before receiving the oceanic clearance.

For aircraft operating in non-MNPS airspace, e.g. WATRS, an abbreviated clearance is satisfactory. However, if any doubt exists concerning an abbreviated clearance, or if the possibility exists that multiple flight plans may have been submitted, the pilot should request, or the controller may issue, a complete (Oceanic) clearance at any time." (AEA-504) 6/3/96.



## NEW YORK CTA/FIR

The Western Atlantic Route System (WATRS) area is defined beginning at a point 2700N 7700W direct to 2000N 6700W direct to 1800N 6200W direct to 1800N 6000W direct to 3830N 6000W direct to 3830N 6915W thence counterclockwise along the New York Oceanic control area/flight information boundary to the Miami Oceanic control area/flight information boundary to the point of the beginning. (FAA 5/1/96)

### SPECIAL NOTICE — BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning from Miami Center and San Juan CERAP into the WATRS Area via fixed ATS routes, shall remain on their last assigned beacon code.

### SPECIAL NOTICE — OPERATIONS WITHIN THE BERMUDA AREA

Effective June 1, 1995 at 0400Z, the New York Air Traffic Control Center assumed control authority (enroute and approach) and flight information responsibility within a 180nm radius of the Bermuda VOR, surface to unlimited except for those areas controlled by Bermuda Tower (5 statute mile radius of the airport, surface to 2500 feet MSL). New York Center will have secondary radar coverage only. Current VHF/UHF frequencies will remain unchanged. All inbound transponder equipped aircraft from the Western Atlantic Route System (WATRS) area shall remain on the last assigned code, all others shall respond on Mode 3A Code 2000 upon entry into the control area. **The transition level (lowest usable FL) within the Bermuda Area shall be FL180.** Flights shall use the Bermuda altimeter setting (QNH) below FL180. AFTN addressing to Bermuda shall be for those flights flight planning into or out of the airfield. The Bermuda AFTN address is: TXKFYFYX.

### SPECIAL NOTICE — COMMUNICATION AND POSITION REPORTING

The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting requirements specified in the following ICAO documents:

- Annex 2, paragraphs 3.6.3 and 3.6.5*
- Annex 11, paragraph 6.1.2*
- Pans-Rac 4444, part 2, paragraph 14*
- Doc 7030, NAT, paragraphs 4 and 6.0*

### COMMUNICATION REQUIREMENTS

The communications requirements for IFR flights within the NEW YORK CTA/FIR are:

- a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.
  1. Part 121, 125, 135 operators must have 2 LRCS (Long Range Communications System) installed and operational on any a/c operating within the New York Oceanic CTA/FIR. These operators may have their operations specifications amended to 1LRCS only with a waiver from the Administrator.
  2. Part 91 operators must have at least 1 LRCS, but do not need a waiver.
  3. The "30 minute rule" is an emergency procedure. Operators should be cognizant during their flight planning stage of the "30 minute rule." If their LRCS system should fail they should be no more than 30 minutes from VHF coverage.
- b. Maintain a continuous listening watch on the appropriate radio frequency.
- c. Report positions in specified circumstances.

## NOTE—

*HF communications is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)*

### SPECIAL NOTICE — GENERAL AVIATION OPERATORS

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

### SPECIAL NOTICE — FLIGHT PLANNING IN THE NEW YORK CTA/FIR.

Implementation of the Oceanic Display and Planning System (ODAPS) at New York Center requires a change in flight plan addressing. Effective May 1, 1992, all operators' flight planning into or through the New York Oceanic Control Area shall address flight plans as follows:

- a. For flights entering the New York Oceanic Control Area from points beginning at 42N 67W clockwise along the New York oceanic boundary to 18N 61W address flight plans to KZWY ZOXZ. (Effective May 25, 1995, the new beginning point will be 41N 67W.)
- b. For all other flights entering New York Oceanic Control Area, including departures from Bermuda, address flight plans to KZNY ZOXZ.
- c. When flight planning in the NAT, especially on routes to/from Europe and the Caribbean, users are requested to establish significant points not more than one (1) hour apart.
- d. For all flights entering the New York Oceanic Control Area, users are requested to file the New York FIR boundary time in the EET field as: "KZNY (time)"

"The distance between significant points shall as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary." (Document 4444, RAC/501/12 Appendix 2, A-14).

Following these procedures will avoid processing delays that could affect timely receipt of oceanic clearances or requested routes and altitudes.

### SPECIAL NOTICE—EUROPEAN/CARIBBEAN (EUR/CAR) TRACKS

European/Caribbean tracks will be published only when necessary and will exist from coast-out to coast-in points only when all air traffic service provider Centers determine that it is necessary. Operators are allowed to flight plan on random routes that cross, join, or leave the tracks.

### SPECIAL NOTICE—COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. **These procedures are intended to complement and not supersede state procedures/regulations.** It is not possible to provide guidance for all situations associated with a communications failure.

#### a. General

If so equipped the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

**b. Communications failure prior to entering NAT oceanic airspace**

If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

**c. Communications failure prior to exiting NAT oceanic airspace**

**Cleared on flight plan route**

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

**Cleared on other than flight plan route**

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

**HOUSTON/MIAMI/NEW YORK CTA/FIR**

**National Winter Storm Operation Plan (NWSOP)**

During the winter season, the U.S. Air Force Reserves (AFRES), 815th Weather Squadron (815WS) has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL310. At designated points, the aircraft will release dropsonde, and 18 inch metal weather cylinder weighing three pounds, with an attached parachute. Five minutes prior to release, the mission aircraft commander (AC) will broadcast on 121.5 and 243.0, when in areas with no direct pilot-controller communications, the time and position of the intended drop. The dropsonde falls at a rate of approximately 1000 feet per minute. AC's are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the AC.

**ATC WILL PROVIDE SEPARATION BETWEEN THE MISSION AIRCRAFT AND ANY NON-PARTICIPATING AIRCRAFT. ATC CANNOT PROVIDE SEPARATION BETWEEN AIRCRAFT AND THE DROPSONDE.**

Users are urged to take into consideration any NWSOP's during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcast on 121.5 or 243.0 during NWSOP's. NOTAMS will be issued as early as possible prior to each mission.

**MIAMI/NEW YORK/SAN JUAN CTA/FIR**

**SPECIAL NOTICE — FLIGHT PLANNING IN WATRS.**

"Due to traffic complexity in the Western Atlantic Route System (WATRS), flight planning via direct routes through WATRS cannot generally be approved. Operators should file via the fixed ATS route structure. Once the flight is in or approaching the WATRS and if traffic permits, controllers MAY be able to approve direct routes upon pilot request."

**OAKLAND CTA/FIR**

**NOTICE OF RNP-10 IMPLEMENTATION IN CENTRAL EAST PACIFIC (CEPAC).**

THE COMPOSITE SEPARATION CRITERIA (50 NM LATERAL AND 1,000 FOOT VERTICAL SEPARATION) IN THE CEPAC IS PLANNED TO BE CANCELED AND REPLACED WITH 50 NM LATERAL SEPARATION ONLY BASED ON A REQUIRED NAVIGATION PERFORMANCE 10 NM (RNP-10) CAPABILITY AS DEFINED BY ICAO REGIONAL SUPPLEMENTARY PROCEDURES DOC 7030/4 PAC/RAC, PART 1, CHAPTER 6. RNP-10 WILL BE REQUIRED FROM FL290 TO FL410 FOR ATS ROUTES R463, R464, R465, R585, R576, R577, R578 INCLUDING ALL AIRSPACE WITHIN THE OAKLAND OCEANIC FIR BETWEEN 100 NM NORTH OF ATS ROUTE R463 AND 100 NM SOUTH OF ATS ROUTE R578. AIRCRAFT IN THE CEPAC NOT RNP-10 QUALIFIED MAY FLIGHT PLAN ANY ROUTE AT OR ABOVE FL430 OR AT OR BELOW FL280. CLEARANCE FOR NON-RNP-10 QUALIFIED AIRCRAFT AT ALTITUDES OTHER THAN THOSE LISTED ABOVE WILL BE GRANTED ON A CASE BY CASE BASIS SUBJECT TO TRAFFIC.

OPERATORS ARE REQUIRED TO OBTAIN AN APPROVAL FROM THEIR STATE OF REGISTRY TO BE QUALIFIED AS RNP-10 CAPABLE. RNP-10 APPROVAL CRITERIA FOR US AIR CARRIERS (8400.12) CAN BE OBTAINED ON INTERNET AT [WWW.FAA.GOV/AUA/IPT\\_PROD/OCEANIC/RNP.HTM](http://WWW.FAA.GOV/AUA/IPT_PROD/OCEANIC/RNP.HTM). QUESTIONS SHOULD BE DIRECTED TO FAA AIR TRAFFIC OPERATIONS, AT 1-202-267-9467. THESE REQUIREMENTS HAVE BEEN ESTABLISHED BY DIRECTION OF THE FAA ADMINISTRATOR.

**SAN JUAN CTA/FIR**

**SPECIAL NOTICE — VFR TRAFFIC**

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or 255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 (San Juan IFSS 9/86)

**SPECIAL NOTICE — SONOBUOY DROPS**

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

**SPECIAL NOTICE — CUSTOMS**

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the Flight Plan. ADCUS service is not available at other



airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 101200)

#### **SPECIAL NOTICE — ROOSEVELT ROADS, PUERTO RICO**

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

##### **NORTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-30N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 18-30-00N., LONG. 65-08-00W.; to LAT. 18-45-00N., LONG. 65-06-00W.

##### **SOUTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-00N., LONG. 65-24-00W.; to

LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 17-35-00N., LONG. 65-16-00W.

##### **SOUTHWEST CORRIDOR:**

5 NM on each side of a line from Cabras Island to LAT. 18-13-00N., LONG. 65-36-00W.; to LAT. 17-50-00N., LONG. 65-38-00W.

##### **NORTHWEST CORRIDOR:**

5 NM on each side of a line from LAT. 18-45-00N., LONG. 65-36-00W.; to LAT. 18-18-00N., LONG. 65-33-00W.; to LAT. 18-07-00N., LONG. 65-36-00W.

##### **ALTITUDES:**

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Non-participating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (revised 8/91 - FAA ZSU-3.4 - CERAP HUB)

# NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

(This is to notify all users that the North American Routes will be placed in the North East edition of the Airport Facility Directory beginning January 1, 1998)

## GENERAL

a. The objectives of the NAR System are as follows:

1. To provide an organized air traffic interface between the NAT oceanic and domestic airspace;

2. To organize the fluctuating and reversing traffic flows in the most efficient possible manner, consistent with the needs of the aircraft operators and the air traffic services;

3. To expedite flight planning;

4. To reduce the complexity of route clearances and minimize the confusion and error potential inherent in their lengthy transmission and readback; and

5. To minimize the time spent in the route clearance delivery function.

b. The NAR System is designed to accommodate major airports in North America where the volume of NAT traffic and route complexity dictate a requirement. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:

6. Common Portion: That portion of the route between specified coastal fix (CF) and a specified inland navigation fix (INF). Some routes have a common portion only; and

7. Non-common Portion: That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

c. The routes are prefixed by the abbreviation "N" with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound applications while the EVEN numbers apply to westbound. Following a number, an alpha character indicates the validation codes and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.

d. Since a primary function of the NAR system is to compliment the NAT traffic flow; a limited number of NAR routes, appropriate for the coastal fixes serving the organized OTS and the domestic traffic organization, are included in the daily NAT/OTS message published by the Gander and Shanwick Oceanic Area Centers.

e. Aircraft can only join the NAR system:

1. At an identified coastal fix; or
2. On departure from one of the identified system airports; or
3. At an INF.

## FLIGHT PLANNING - GENERAL

### Westbound

a. Westbound routes begin at the coastal fixes, thence along common route portions to an INF and then fan out along non common routes to selected system airports;

b. For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator;

c. For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

### Eastbound

a. Eastbound routes only have a common portion from the INF to a coastal fix;

b. When the route of flight is described by a single NAR designator, use the designator;

c. For aircraft departing from a non system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix using the NAR designator;

d. All flights exiting the Montreal FIR/CTA between latitudes N59°00' to N65°00' to include a published intersection along W63°00' including LAKES in the flight plan route.

### General

For those cases not described above, a detailed routing is required.

## NAR REQUIREMENT

The requirement to flight plan and operate using the NAR System is as follows:

### Westbound

a. OTS Traffic: NARs should be flight planned for aircraft operating on the OTS crossing W300° longitude between 1130 - 1500 UTC;

b. Random Traffic: There is no requirement to flight plan a NAR for aircraft operating outside the OTS.

### Eastbound

c. OTS Traffic: NARs should be flight planned for aircraft operating on the OTS crossing W300° longitude between 0200 - 0500 UTC, with the exception, that there is no requirement to flight plan a NAR provided that the aircraft transits the Moncton FIR/CTA wholly north of a line between the intersections BAREE, Quebec (N48°08'47" W69°18'00") and DOTTY, Newfoundland (N50°38'00" W55°35'00");

### NOTE -

The NAR Structure, in that portion of the Moncton FIR/CTA referred to above, will remain in place and available for flight planning and ATC contingency purposes.

### General

a. In the context of NAR flight planning, "random traffic" refers to the oceanic phase of flight;

b. Notwithstanding the above requirement to flight plan and operate using the NAR System, when required, NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.

## ROUTE CLEARANCES

a. For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR designator, e.g., "North American Route 105C";

b. For aircraft operating in the NAR System, but only using the common route portion, the ATC routing clearance and pilot readback

will be indicated by the NAR designator followed by the detailed routing;

c. For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;

d. Aircraft cleared to a system airport via a NAR designator are to follow the common and the non-common portion of the route to a system airport. If the issued NAR, either the common or non-common portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

## DOCUMENTATION

a. It is expected that the following NAR documentation will be carried on the flight deck of each aircraft operating within the NAR system:

1. a description of the current NAR and
2. the information contained in the current NAT/OTS message.

b. The official NAR route descriptions are contained in both Canadian Ministry of Transport (MOT) and U.S. Federal Aviation Administration (FAA) Airport/Facility Directory (A/FD) publications. Changes to the NAR routes are advertised in the monthly publication NOTICES TO AIRMEN PUBLICATION (NTAP).

## COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

a. The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

1. If so equipped the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

2. The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

b. Communications failure prior to entering NAT oceanic airspace

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed

via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

c. Communications failure prior to exiting NAT oceanic airspace

### 1. Cleared on flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

### 2. Cleared on other than flight plan route

The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

## NORTH AMERICAN (NAR) ROUTES

a. The following listing divides the NAR Route descriptions into two sections according to the direction of flight (Eastbound or Westbound). Each section is subdivided according to the route portion (common or non-common). The common portion describes the NAR route between the Coastal Fix and the Inland Navigational Facility/Fix. The non-common portion describes the route between the NAR route system airport being used and the Inland Navigational Facility/Fix.

b. The following changes will take place effective 0901 March 27, 1997.

### 1. INTERSECTIONS.

(a) VITOL, NS - relocate from 41°40'00"N/67°00'00"W to 41°47'00"N/67°00'00"W

(b) Add the following new NAR compulsory intersections:

- (1) VOKAR, Nfld - 53°30'00"N/62°34'00"W
- (2) TEXUN, Nfld - 53°00'00"N/61°51'00"W
- (3) RUBKO Nfld, - 52°20'00"N/60°58'00"W
- (4) KONCH Nfld - 51°48'00"N/60°13'00"W

(c) Add the following non compulsory intersections:

- (1) ODGAR, QUE - 59°06'42"N/65°00'00"W
- (2) TILAN, QUE - 60°00'00"N/65°00'00"W
- (3) VERCH, QUE - 58°12'56"N/65°00'00"W

## COMMON PORTION (EASTBOUND)

NAR Designator	Inland Navigation Facility/Fix	Route Description	Coastal Fix
N5A	Sea Isle	B24 LYNUS	SLATN
N7A	MANTA	OWENZ LINND R56	SLATN
N13B	Sea Isle	B24 LYNUS	JOBOC
N15B	MANTA	OWENZ LINND R56 KENDA	JOBOC
N17A	VITOL	CARAC	JEBBY
N19A	ALLEX	CARAC	JEBBY

NAR Designator	Inland Navigation Facility/Fix	Route Description	Coastal Fix
N21A	VITOL	CARAC JAROM	BOBTU
N21B	VITOL	DOPHN	RAFIN
N23C	WHALE	LOMPI JAROM	BOBTU
N25A	EBONY	LOMPI JAROM	BOBTU
N29A	VITOL	DOPHN	RAFIN
N31C	KANNI	DOPHN	RAFIN
N33C	MILLS	Direct	BANCS
N37A	WHALE	Direct	BANCS
N39A	BRADD	Direct	BANCS
N41C	MILLS	Direct	BANCS
N45A	KANNI	Direct	COLOR
N47A	TUSKY	Direct	COLOR
N49A	MILLS	Direct	COLOR
N51B	KANNI	Direct	YYT
N53B	BRADD	Direct	YYT
N55A	MILLS	Direct	YYT
N61B	BRADD	Direct	VIXUN
N63B	TUSKY	Direct	VIXUN
N65B	ALLEX	Direct	VIXUN
N67B	MILLS	Direct	VIXUN
N75B	BRADD	Direct	YQX
N77B	TUSKY	Direct	YQX
N79B	ALLEX	Direct	YQX
N81B	EBONY	Direct	YQX
N83B	MILLS	Direct	YQX
N91B	TUSKY	Direct	CYMON
N93B	ALLEX	Direct	CYMON
N95B	EBONY	Direct	CYMON
N97B	MILLS	Direct	CYMON
N105B	TUSKY	Direct	DOTTY
N107B	ALLEX	Direct	DOTTY
N109B	EBONY	Direct	DOTTY
N111B	TOPPS	Direct	DOTTY
N113B	MILLS	Direct	DOTTY
N115B	BAREE	Direct	DOTTY
N121B	ALLEX	Direct	YAY
N123A	EBONY	Direct	YAY
N125A	TOPPS	Direct	YAY
N127A	MILLS	Direct	YAY
N129B	BAREE	Direct	YAY
N135B	EBONY	Direct	REDBY
N137B	TOPPS	Direct	REDBY
N139B	TAFFY	YNA	REDBY

NAR Designator	Inland Navigation Facility/Fix	Route Description	Coastal Fix
N141B	BAREE	Direct	REDBY
N149A	TOPPS	BOBBS	STEAM
N151C	MIILS	KONCH	STEAM
N153B	TAFFY	KONCH	STEAM
N155A	ANCER	Direct	STEAM
N161C	TOPPS	RUBKO	VALIE
N163C	MIILS	RUBKO	VALIE
N165C	TAFFY	RUBKO	VALIE
N167C	QUBIS	RUBKO	VALIE
N169A	ANCER	Direct	VALIE
N171A	YBG	Direct	VALIE
N173A	TOPPS	TEXUN	FOXXE
N175B	MIILS	TEXUN	FOXXE
N177B	TAFFY	TEXUN	FOXXE
N179B	QUBIS	TEXUN	FOXXE
N181C	ANCER	GOLFE	FOXXE
N183C	YBG	Direct	FOXXE
N185A	RJ	Direct	FOXXE
N193C	MIILS	VOKAR	HO
N195B	TAFFY	VOKAR	HO
N197B	QUBIS	VOKAR	HO
N201C	ANCER	UM	HO
N203B	YBG	UM	HO
N205A	RJ	UM	HO
N207A	YWK	Direct	HO
N209B	TAFFY	Direct	YDP
N211C	QUBIS	Direct	YDP
N213B	ANCER	UM	YDP
N215A	RJ	YWK	YDP
N217A	YKL	Direct	YDP
N225B	TAFFY	Direct	LOMTA
N227B	QUBIS	Direct	LOMTA
N229A	TEALS	Direct	LOMTA

## NAR WESTBOUND ROUTES

### COMMON PORTION (WESTBOUND)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility/Fix
N2E	PRUIT	A637 COBBL	ZQA
N4B	DEENO	B646	ZQA
N6A	PRISS	R514 LOUITZ A699	NUCAR
N8A	PRISS	R513	JAINS

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility/Fix
N10A	SLATN	Direct	BERGH
N12B	SLATN	J97	LACKS
N14A	JOB OC	Direct	BERGH
N16A	JOB OC	Direct	SAILE
N18C	DOVEY	Direct	SAILE
N20B	ENGLE	A700	JAINS
N22A	ENGLE	Direct	WHALE
N24E	ENGLE	Direct	KANNI
N26A	ENGLE	Direct	BRADD
N28C	FOCUS	A699	NUCAR
N30A	FOCUS	Direct	KANNI
N32A	FOCUS	Direct	BRADD
N34C	FOCUS	Direct	TUSKY
N36C	JEBBY	CARAC	VITOL
N38C	JEBBY	CARAC	WHALE
N40C	JEBBY	CARAC	KANNI
N42A	JEBBY	CARAC	BRADD
N44A	JEBBY	CARAC	TOPPS
N46C	BOBTU	JAROM LOMPI	WHALE
N48C	BOBTU	JAROM LOMPI	KANNI
N50C	BOBTU	JAROM LOMPI	BRADD
N52C	BOBTU	JAROM LOMPI	TUSKY
N54C	BOBTU	JAROM LOMPI	TOPPS
N56C	RAFIN	DOPHN	VITOL
N58A	RAFIN	DOPHN	WHALE
N60A	RAFIN	Direct	KANNI
N64C	RAFIN	Direct	TUSKY
N66C	BANCS	Direct	MIILS
N68C	BANCS	Direct	VITOL
N70B	BANCS	Direct	WHALE
N72B	BANCS	Direct	KANNI
N74B	BANCS	Direct	BRADD
N76A	BANCS	Direct	TUSKY
N78A	BANCS	Direct	MIILS
N80B	COLOR	Direct	WHALE
N82B	COLOR	Direct	KANNI
N84B	COLOR	Direct	BRADD
N86B	COLOR	Direct	TUSKY
N88A	COLOR	Direct	MIILS
N94A	YYT	Direct	KANNI
N96A	YYT	Direct	BRADD
N98A	YYT	Direct	TUSKY

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility/Fix
N62A	RAFIN	Direct	BRADD
N100B	YYT	Direct	ALLEX
N102B	YYT	Direct	MIILS
N112B	VIXUN	Direct	TUSKY
N114C	VIXUN	Direct	ALLEX
N116A	VIXUN	Direct	MIILS
N118A	VIXUN	Direct	MIILS
N124B	YQX	Direct	TUSKY
N126B	YQX	Direct	ALLEX
N128B	YQX	Direct	EBONY
N130C	YQX	Direct	MIILS
N142B	CYMON	Direct	ALLEX
N144B	CYMON	Direct	EBONY
N146B	CYMON	Direct	TOPPS
N148B	CYMON	Direct	MIILS
N160C	DOTTY	Direct	ALLEX
N162B	DOTTY	Direct	TOPPS
N164B	DOTTY	Direct	MIILS
N168B	DOTTY	Direct	YXU
N170C	DOTTY	YRI	ALB
N172B	DOTTY	YRI YMX J546 YSO J558	YXU
N180B	YAY	Direct	ALLEX
N184B	YAY	Direct	TOPPS
N186C	YAY	Direct	TOPPS
N188B	YAY	Direct	YRI
N190B	YAY	YRI	YRI
N192B	YAY	YRI YMX J546 YSO J558	YXU
N200B	REDBY	Direct	ALLEX
N202B	REDBY	Direct	TOPPS
N204B	REDBY	Direct	TAFFY
N206C	REDBY	Direct	YRI
N208E	REDBY	YRI	ABL
N210C	REDBY	YRI YMX J546 YSO J558	YXU
N220B	STEAM	Direct	TOPPS
N222B	STEAM	BOBBS	TOPPS
N224C	STEAM	BOBBS	TAFFY
N228A	STEAM	BOBBS	YRI
N230B	STEAM	BOBBS YRI	ALB
N232B	STEAM	BOBBS YRI YMX J546 YSO J558	YXU
N240B	VALIE	BOBBS	TOPPS
N242B	VALIE	Direct	TAFFY
N244C	VALIE	FRAZR	TAFFY

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility/Fix
N248B	VALIE	FRAZR	YBC
N250C	VALIE	FRAZR YBC YRI	ALB
N252B	VALIE	FRAZR YBC YMX J546 YSO J558	YXU
N264A	FOXXE	Direct	TAFFY
N266B	FOXXE	GOLFE	TAFFY
N268B	FOXXE	Direct	QUBIS
N270A	FOXXE	GOLFE	YBC
N272B	FOXXE	GOLFE YBC YRI	ALB
N274E	FOXXE	GOLFE YBC YMX J546 YSO J558	YXU
N284B	HO	Direct	TAFFY
N286B	HO	UM	TAFFY
N288C	HO	Direct	QUBIS
N292B	HO	UM	YBC
N294B	HO	UM YBC YRI	ALB
N296C	HO	Direct	SYR*
N298E	HO	UM YBC YMX J546 YSO J558	YXU
N302C	HO	SPOTE ROBBE	MOFAT
N304E	HO	SPOTE ROBBE MOFAT YUL	ALB
N306C	HO	SPOTE ROBBE MOFAT YOW J559	SYR
N308E	HO	YWK	MT
N312A	HO	MT YUY	SSM
N322B	YDP	Direct	TAFFY
N324B	YDP	UM	TAFFY
N326B	YDP	Direct	QUBIS
N328C	YDP	Direct	YBC
N332B	YDP	Direct	ALB*
N334B	YDP	J582 UM YBC YRI	ALB
N336E	YDP	J582 UM YBC YMX J546 YSO J558	YXU
N338C	YDP	J583 YWK	MOFAT
N342B	YDP	J583 YWK MOFAT YUL	ALB
N344A	YDP	Direct	SYR
N346A	YDP	BROME NOWAA	MT
N348C	YDP	BROME NOWAA MT J574 YUL	ALB
N352C	YDP	BROME NOWAA YOW MT J559	SYR
N354C	YDP	J583 YWK MOFAT YOW YUL J559	SYR
N356C	YDP	YKL	ROUND
N358B	YDP	JOVIE HENDY SELBO CANSO	SSM
N362B	YDP	YKL ROUND CANSO	SSM
N372C	LOMTA	DIRECT	TAFFY
N374C	LOMTA	DIRECT	QUBIS
N376C	LOMTA	DIRECT	YBC
N378E	LOMTA	DIRECT	ALB



NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility/Fix
N382E	LOMTA	YKL J561 YBC YRI	ALB
N384E	LOMTA	MOFAT	ALB
N386E	LOMTA	DIRECT	SYR
N388E	LOMTA	YKL J561 YBC URX YMX J546 YSO J558	YXU
N392E	LOMTA	YKL ROBBE	MOFAT
N394E	LOMTA	YKL ROBBE MOFAT YUL	ALB
N396B	LOMTA	TEALS LOHIL	VANSI
N398B	LOMTA	YKL ROBBE MOFAT YOW J559	SYR
N402C	LOMTA	TEALS LOHIL VANSI STAFE	SSM
N412B	LAKES	Direct	TAFFY
N414C	LAKES	HINGE TEALS	MOFAT
N416C	LAKES	HINGE TEALS MOFAT YUL	ALB
N424C	LAKES	MCKEE LOHIL GELLS	MT
N426C	LAKES	MCKEE LOHIL GELLS MT	ALB
N428B	LAKES	MCKEE LOHIL GELLS MT YOW J559	SYR
N432B	LAKES	HINGE TEALS MOFAT YOW J559	SYR
N434B	LAKES	ACKER YFM GRAMP LORNE	SSM
N436A	LAKES	DUSMA	TRUDY
N464B	CIMAT	FASSA HENDY	MT
N466B	CIMAT	FASSA HENDY MT	ALB
N468B	CIMAT	FASSA HENDY MT YOW J559	SYR
N472B	CIMAT	FASSA WOPAR BOATT BAFAL	SSM
N474B	CIMAT	FASSA GW GRAVO	TRUDY
N484B	ELSET	COPUR ROUND	MT
N486B	ELSET	COPUR ROUND MT	ALB
N488B	ELSET	COPUR ROUND MT YOW J559	SYR
N492B	ELSET	COPUR	ROUND
N494B	ELSET	COPUR ROUND YOW J559	SYR
N496B	ELSET	COPUR LUMBR KANNO CAROT JARRO	SSM
N498B	ELSET	COPUR CHARN DURIL	YQT
N512B	GRIBS	JELCO	VANSI
N514B	GRIBS	JELCO VANSI YOW J559	SYR
N516B	GRIBS	JELCO HELMO ERICC SPALD BACMO	SSM
N518B	GRIBS	JELCO GRAND SEGAN	YQT
N522B	GRIBS	JELCO SCA JULIETT RIONA	VBI
N532C	IKMAN	FEDDY SCA INDIA YRL J532	HML
N544B	KAGLY	TEFFO SCA HOTEL	YWG
N552B	RUDLO	YFB SCA GOLF	YBR
N554B	RUDLO	YFB BODRA YYQ J539	YYN

**NOTE-**

\* Routes through Bagotville (YBG) Military Advisory Areas (CYAs) only available from 2300 UTC (DT2200 UTC) Fri to 1100 UTC (DT 1000 UTC) Mon unless declared active by NOTAM.

# NON-COMMON PORTION (WESTBOUND)

## VIA ALB

Inland Navigation Facility/ Fix	Non-common Portion	Destination
ALB	J37 J75 MXE V378 BAL	ANDREWS
ALB	J6 SAX J77 PTW J48 ODF Macey Arrival	ATLANTA
ALB	J37 J75 MXE V378 BAL	BALTIMORE
ALB	J6 SAX J77 PTW J48 EMI J61 HUBBS J193 WEAVR J121 CHS	CHARLESTON, SC
ALB	J37 J75 GVE LYH Majic Arrival	CHARLOTTE
ALB	J6 SAX J6 LIT BYP	DALLAS/FT. WORTH
ALB	J37 JFK CYN SIE	DOVER
ALB	J6 LRP V143 ROBERT AML	DULLES
ALB	J6 SAX J77 PTW J48 EMI J61 HUBBS J193 WEAVR J121 CHS J79 VRB MRLIN Arrival	FT. LAUDERDALE
ALB	IGN Kingston Arrival	KENNEDY *
ALB	DNY LHY V93 LVZ V147 MAZIE	McGUIRE
ALB	J6 SAX J77 PTW J48 EMI J61 HUBBS J193 WEAVR J121 CHS J79 VRB Heatt Arrival	MIAMI
ALB	V213 SAX	NEWARK
ALB	J37 J75 CAE J51 SAV J103 OMN Bitho Arrival	ORLANDO
ALB	DNY LHY V93 LVZ J147 MAZIE	PHILADELPHIA
ALB	J49 HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
ALB	J37 J75 MXE J75 TAY J85 GNV Dades Arrival	TAMPA

**NOTE-**

*Kennedy route aircraft must arrive IGN at or before 1930 UTC (DT 1830 UTC) or after 2130 (DT 2030 UTC).*

## VIA ALLEX

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
ALLEX	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS
ALLEX	ENE BAF J77 PTW J48 ODF Macey Arrival	ATLANTA
ALLEX	ENE NELIE J75 MXE V378 BAL	BALTIMORE
ALLEX	SCUPP	BOSTON
ALLEX	EMJAY J174	CHARLESTON, SC
ALLEX	ENE BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
ALLEX	ENE BAF J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
ALLEX	SEAER J79 LFV J174 HTO J121 SIE	DOVER
ALLEX	ENE BAF J77 SAX J6 LRP V143 ROBERT AML	DULLES
ALLEX	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
ALLEX	ENE BAF J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
ALLEX	ENE Kennebunk Arrival	KENNEDY
ALLEX	SEAER J79 LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
ALLEX	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI

Inland Navigation Facility/Fix	Non-common Portion	Destination
ALLEX	ALB V213 SAX	NEWARK
ALLEX	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
ALLEX	SEAER J79 LfV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
ALLEX	ENE CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
ALLEX	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
ALLEX	ENE BAF J77 SAX J80 VHP Vandalia Arrival	ST LOUIS
ALLEX	ENE NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA BERGH

Inland Navigation Facility/Fix	Non-Common Portion	Destination
BERGH	A300 OWENZ DRIFT J121 SIE	DOVER
BERGH	A300 J62 RBV RBV 289 radial V457 LRP V143 ROBERT AML	DULLES
BERGH	A300 OWENZ CAMRN	KENNEDY
BERGH	A300 OWENZ MANTA V276 GAMBY	MCGUIRE
BERGH	A300 OWENZ DRIFT V139 BRIGS V577 VCN Cedar Lake Arrival	PHILADELPHIA

## VIA BRADD

Inland Navigation Facility/Fix	Non-Common Portion	Destination
BRADD	LFV J174 ATR 085 Radial ATR V308 OTT	ANDREWS
BRADD	BOS J77 PTW J48 ODF Macey Arrival	ATLANTA
BRADD	BOS J75 MXE V378 BAL	BALTIMORE
BRADD	SCUPP	BOSTON
BRADD	LFV J174	CHARLESTON, SC
BRADD	BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
BRADD	BOS J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
BRADD	LFV J174 HTO J121 SIE	DOVER
BRADD	BOS J77 SAX J6 LRP V143 ROBERT AML	DULLES
BRADD	ACK J62 RIFLE J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
BRADD	BOS J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
BRADD	PLYMM Plymouth Arrival	KENNEDY
BRADD	LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
BRADD	LFV J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
BRADD	BOS BDL IGN IGN 265 radial FLOSI V213 SAX	NEWARK
BRADD	LFV J150 HTO J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
BRADD	LFV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
BRADD	BOS CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
BRADD	ACK J62 RIFLE J174 SWL Argal Arrival	RALEIGH-DURHAM
BRADD	BOS J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
BRADD	BOS J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA EBONY

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
EBONY	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS
EBONY	ENE BAF J77 PTW J48 ODF Macey Arrival	ATLANTA
EBONY	ENE NELIE J75 MXE V378 BAL	BALTIMORE
EBONY	SCUPP	BOSTON
EBONY	EMJAY J174	CHARLESTON, SC
EBONY	ENE BOS J75 CMK J75 GVE LYH MAJIC Arrival	CHARLOTTE
EBONY	ENE BAF J77 SAX J6 LIT BYP	DALLAS/FT.WORTH
EBONY	SEAER J79 LFV J174 HTO J121 SIE	DOVER
EBONY	ENE BAF J77 SAX J6 LRP V143 ROBERT AML	DULLES
EBONY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
EBONY	ENE BAF J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
EBONY	ENE Kennebunk Arrival	KENNEDY
EBONY	SEAER J79 LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
EBONY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
EBONY	ALB V213 SAX	NEWARK
EBONY	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
EBONY	SEAER J79 LFV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
EBONY	ENE CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
EBONY	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
EBONY	ENE BAF J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
EBONY	ENE NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA HML

Inland Navigation Facility/Fix	Non-Common Portion	Destination
HML	J107 HEC	LOS ANGELES

## VIA JAINS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
JAINS	A700 HOBEE MRLIN Arrival	FT. LAUDERDALE
JAINS	A700 HOBEE HEATT Arrival	MIAMI
JAINS	A700 HOBEE AR6	ORLANDO
JAINS	A700 HOBEE SURFN Arrival	PALM BEACH
JAINS	A700 HOBEE LAL	TAMPA

## VIA KANNI

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
KANNI	LFV J174 ATR 085 Radial ATR V308 OTT	ANDREWS
KANNI	BOS J77 PTW J48 ODF Macey Arrival	ATLANTA
KANNI	BOS J75 MXE V378 BAL	BALTIMORE
KANNI	SCUPP	BOSTON
KANNI	LFV J174	CHARLESTON, SC
KANNI	BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
KANNI	BOS J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
KANNI	LFV J174 HTO J121 SIE	DOVER
KANNI	BOS J77 SAX J6 LRP V143 ROBERT AML	DULLES
KANNI	ACK J62 RIFLE J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
KANNI	BOS J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
KANNI	PLYMM Plymouth Arrival	KENNEDY
KANNI	LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
KANNI	LFV J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
KANNI	BOS BDL IGN IGN 265 radial FLOSI V213 SAX	NEWARK
KANNI	LFV J150 HTO J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
KANNI	LFV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
KANNI	BOS CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
KANNI	ACK J62 RIFLE J174 SWL Argal Arrival	RALEIGH-DURHAM
KANNI	BOS J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
KANNI	BOS J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA LACKS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
LACKS	J97 ACK SCUPP	BOSTON

## VIA MIILS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
MIILS	ENE BAF J77 PTW J48 ODF Macey Arrival	ATLANTA
MIILS	YXI TVC PMM Pmm Arrival	CHICAGO
MIILS	YMX J546 YSO J558 YXU J545 DJB J83 APE CINCINNATI	CINCINNATI
MIILS	YMX J546 YSO J558 YXU J545 DJB J29 PXV J131 LIT BYP	DALLAS/FT. WORTH
MIILS	YMX J546 YSO J597 YQO V464 SPICA	DETROIT
MIILS	YMX J546 YSO J558 YXU J545 DJB J29 PXV J131 LIT J180 DAS Daisetta Arrival	HOUSTON
MIILS	VLV J509 V352 MAIRE Maire Arrival	MONTREAL/DORVAL
MIILS	ATENE CATOG CATOG Arrival	MONTREAL/MIRABEL

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
MILS	YXI YEE ECK GIJ RBS VANDALIA Arrival	ST. LOUIS *
MILS	YMX J546 V300 YSO J37	TORONTO

**NOTE-**

\* St. Louis route useable only for aircraft at or above FL350.

## VIA MOFAT

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
MOFAT	TVC OBK J73 BNA ROME Arrival	ATLANTA
MOFAT	TVC Pullman Arrival	CHICAGO
MOFAT	YXI J597 YSO J558 YXU J545 DJB J38 APE CINCE Arrival	CINCINATTI
MOFAT	TVC BAE J105 RZC FSM BYP	DALLAS/FT. WORTH
MOFAT	SMARE ECK POLAR	DETROIT
MOFAT	TVC OBK J101 LIT J180 DAS DAISSETTA Arrival	HOUSTON
MOFAT	TVC OBK J71 RBS VANDIALIA Arrival	ST. LOUIS
MOFAT	YXI J597 V216 YSO JV37	TORONTO
MOFAT	OBRET J570 YMX Dorval Arrival	MONTREAL/DORVAL
MOFAT	OBRET J570 YMX MIRABELE Arrival	MONTREAL/MIRABEL

## VIA MT

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
MT	TVC OBK J73 BNA ROME Arrival	ATLANTA
MT	TVC PULLMAN Arrival	CHICAGO
MT	J597 YSO J558 YXU J545 DJB J83 APE CINCE Arrival	CINCINATTI
MT	TVC BAE J105 RZC FSM BYP	DALLAS/FT. WORTH
MT	SMARE ECK POLAR	DETROIT
MT	TVC OBK J101 LIT J180 DAS DAISSETTA Arrival	HOUSTON
MT	J570 YMX DORVAL Arrival	MONTREAL/DORVAL
MT	J570 YMX Mirabel Arrival	MONTREAL/MIRABEL
MT	TVC OBK J71 RBS VANDIALIA Arrival	ST. LOUIS
MT	J597 V216 YSO JV37	TORONTO

## VIA NUCAR

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
NUCAR	NEPTA J58 AEX SCURRY Arrival	DALLAS/FT WORTH
NUCAR	MRLIN Mrlin Arrival	FT. LAUDERDALE
NUCAR	HEATT Heatt Arrival	MIAMI
NUCAR	BAIRN GOOFY Arrival	ORLANDO

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
NUCAR	BRDGE BRDGE Arrival	TAMPA
NUCAR	SURFN SURFN Arrival	PALM BEACH

## VIA QUBIS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
QUBIS	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS
QUBIS	ALB J6 SAX J77 PTW J48 ODF Macey Arrival	ATLANTA
QUBIS	ENE NELIE J75 MXE V378 BAL	BALTIMORE
QUBIS	SCUPP	BOSTON
QUBIS	EMJAY J174	CHARLESTON, SC
QUBIS	ENE NELIE J75 GVE LYH Majic Arrival	CHARLOTTE
QUBIS	ALB J6 LIT BYP	DALLAS/Ft. WORTH
QUBIS	ALB J6 LRP V143 ROBRT AML	DULLES
QUBIS	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
QUBIS	ENE BAF J77 PTW J48 MOL J22 VUZ JAN AEX DAISSETTA Arrival	HOUSTON
QUBIS	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
QUBIS	ALB V213 SAX	NEWARK
QUBIS	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
QUBIS	ALB J49 HNK HNK 271 Radial J190 GRACE GRACE Arrival	PITTSBURGH
QUBIS	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
QUBIS	ENE NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA ROUND

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
ROUND	TVC OBK J73 BNA ROME Arrival	ATLANTA
ROUND	TVC Pullman Arrival	CHICAGO
ROUND	YXI J597 YSO J558 YXU J545 DJB J83 APE CINCE Arrival	CINCINNATI
ROUND	TVC BAE J105 RZC FSM BYP	DALLAS/FT. WORTH
ROUND	SMARE ECK POLAR	DETROIT
ROUND	TVC <del>OBK</del> J101 LIT J180 DAS DAISSETTA Arrival	HOUSTON
ROUND	TVC OBK J71 RBS VANDIALIA Arrival	ST. LOUIS
ROUND	YXI J597 V216 YSO V37	TORONTO

# VIA SAILE

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
SAILE	ACK HTO J174 ATR 085 Radial ATR V308 OTT	ANDREWS
SAILE	ACK HTO RBV V230 J48 ODF Macey Arrival	ATLANTA
SAILE	SCUPP	BOSTON
SAILE	ACK HTO J174	CHARLESTON, SC
SAILE	ACK HTO J121 SIE	DOVER
SAILE	ACK J62 RBV RBV 289 Radial V457 LRP V143 ROBRT AML	DULLES
SAILE	ACK HTO J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
SAILE	PLY MM Plymouth Arrival	KENNEDY
SAILE	ACK HTO J121 MANTA V276 GAMBY	MCGUIRE
SAILE	ACK HTO J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
SAILE	BOS BDL IGN IGN 265 radial FLOSI V213 SAX	NEWARK
SAILE	ACK HTO J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
SAILE	ACK HTO J121 BRIGS VCN CEDAR LAKE Arrival	PHILADELPHIA
SAILE	ACK J62 RIFLE J174 SWL Argal Arrival	RALEIGH-DURHAM
SAILE	NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

# VIA SSM

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
SSM	GRB J101 BAE J89 OBK J73 BNA Rome Arrival	ATLANTA
SSM	J548 TVC Pullman Arrival	CHICAGO
SSM	J101 BAE J105 RZC FSM BYP	DALLAS/FT. WORTH
SSM	GEP J114	DENVER
SSM	STL J101 LIT J180 DAS Daisetta Arrival	HOUSTON
SSM	EAU EAU Arrival	MINNEAPOLIS/ST. PAUL
SSM	J548 TVC OBK J71 RBS Vandalia Arrival	ST. LOUIS

# VIA SYR

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
SYR	FQM HAR V265 KOLBY PSB 149 radial SHILO V93 BAL	ANDREWS
SYR	J59 PSB J78 HVQ J145 ODF Macey Arrival	ATLANTA
SYR	FQM RAV V170 V499 TRISH	BALTIMORE
SYR	FQM HAR EMI J61 HUBBS J193 WEAVER J121 CHS	CHARLESTON, SC
SYR	J59 PSB J78 HVQ SHINE Arrival	CHARLOTTE
SYR	J29 DJB J83 APE CINCE Arrival	CINCINNATI
SYR	J29 PXV J131 LIT BYP	DALLAS/FT. WORTH



Inland Navigation Facility/ Fix	Non-Common Portion	Destination
SYR	HAR LRP V210 BUCKS	DOVER
SYR	FQM HAR V162 HYPER V143 ROBERT AML	DULLES
SYR	J29 PXV J131 LIT J180 DAS Daisetta Arrival	HOUSTON
SYR	J63 HNK IGN Kingston Arrival	KENNEDY *
SYR	LVZ V147 MAZIE	McGUIRE
SYR	J63 HNK V167 HELON V213 SAX	NEWARK
SYR	BGM LVZ V147 MAZIE	PHILADELPHIA
SYR	J29 JHW YNG CUTTA	PITTSBURGH
SYR	J29 ROD VHP Vandalia Arrival	ST. LOUIS

**NOTE-**

*Kennedy route aircraft must arrive IGN at or before 1930 UTC (DT 1830 UTC) or after 2130 UTC (DT2030 UTC).*

## VIA TAFFY

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TAFFY	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS
TAFFY	ALB J6 SAX J77 PTW J48 ODF Macey Arrival	ATLANTA
TAFFY	POI J55 ENE NELIE J75 MXE V378 BAL	BALTIMORE
TAFFY	SCUPP	BOSTON
TAFFY	EMJAY J174	CHARLESTON, SC
TAFFY	ENE BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
TAFFY	ALB J6 SAX J6 LIT BYP	DALLAS/FT.WORTH
TAFFY	SEAER J79 LRV J174 HTO J121 SIE	DOVER
TAFFY	ALB J6 SAX J6 LRP V143 ROBERT AML	DULLES
TAFFY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
TAFFY	ENE BAF J77 PTW J48 MOL J22 VUZ JAN AEX DAISSETTA Arrival	HOUSTON
TAFFY	ENE Kennebunk Arrival	KENNEDY
TAFFY	SEAER J79 LRV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
TAFFY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
TAFFY	ALB V213 SAX	NEWARK
TAFFY	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
TAFFY	SEAER J79 LRV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
TAFFY	ENE CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
TAFFY	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
TAFFY	ENE NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA TOPPS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TOPPS	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS
TOPPS	ENE BAF J77 PTW J48 ODF Macey Arrival	ATLANTA
TOPPS	ENE NELIE J75 MXE V378 BAL	BALTIMORE
TOPPS	SCUPP	BOSTON
TOPPS	EMJAY J174	CHARLESTON, SC

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TOPPS	ENE BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
TOPPS	UFX YXI TVC PMM Pmm Arrival	CHICAGO
TOPPS	UFX YX1 YEE ECK J94 FNT Pullman Arrival	CHICAGO
TOPPS	YOW J546 YSO J558 YXU J545 DJB J83 APE CINCIE Arrival	CINCINNATI
TOPPS	YDW J546 Y50 J558 YXU J545 DJB J83 APE Cince Arrival	CINCINNATI
TOPPS	ENE BAF J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
TOPPS	YOW J546 YSO J597 YQO V464 SPICA	DETROIT
TOPPS	YOW J546 Y50 J597 YQO V464 SPICA	DETROIT
TOPPS	SEAER J79 LRV J174 HTO J121 SIE	DOVER
TOPPS	ENE BAF J77 SAX J6 LRP V143 ROBERT AML	DULLES
TOPPS	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrtin Arrival	FT. LAUDERDALE
TOPPS	ENE BAF J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
TOPPS	ENE Kennebunk Arrival	KENNEDY
TOPPS	SEAER J79 LRV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
TOPPS	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatn Arrival	MIAMI
TOPPS	ALB V213 SAX	NEWARK
TOPPS	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
TOPPS	SEAER J79 LRV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
TOPPS	ENE CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
TOPPS	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
TOPPS	ENE BAF J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
TOPPS	ENE NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA
TOPPS	OMBRE V352 MAIRE MAIRE Arrival	MONTREAL/DORVAL
TOPPS	VLV J565 V363 CATOG Arrival	MONTREAL/MIRABEL
TOPPS	VLV J565 V363 CAT06 Arrival	MONTREAL/MIRABEL
TOPPS	YOW J546 V300 YSO V37	TORONTO

## VIA TRUDY

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TRUDY	GRB J101 BAE J89 OBK J73 BNA Rome Arrival	ATLANTA
TRUDY	GRB MSN JVL JVL Arrival	CHICAGO
TRUDY	DBQ IRK SGF J105 RZC FSM BYP	DALLAS/FT. WORTH
TRUDY	DBQ IRK SGF J105 DFW J87 BILEE Cugar Arrival	HOUSTON
TRUDY	DBQ UIN Rivers Arrival	ST. LOUIS

## VIA TUSKY

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TUSKY	EMJAY J174 ATR 085 Radial ATR V308 OTT	ANDREWS

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
TUSKY	BOS J77 PTW J48 ODF Macey Arrival	ATLANTA
TUSKY	BOS J75 MXE V378 BAL	BALTIMORE
TUSKY	SCUPP	BOSTON
TUSKY	EMJAY J174	CHARLESTON, SC
TUSKY	BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
TUSKY	BOS J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
TUSKY	LFV J174 HTO J121 SIE	DOVER
TUSKY	BOS J77 SAX J6 LRP V143 ROBRT AML	DULLES
TUSKY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
TUSKY	BOS J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
TUSKY	PLY MM Plymouth Arrival	KENNEDY
TUSKY	LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
TUSKY	EMJAY J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
TUSKY	BOS BDL IGN IGN 265 radial FLOSI V213 SAX	NEWARK
TUSKY	EMJAY J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
TUSKY	LFV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
TUSKY	BOS CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
TUSKY	EMJAY J174 SWL Argal Arrival	RALEIGH-DURHAM
TUSKY	BOS J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
TUSKY	BOS J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA VANSI

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
VANSI	TVC OBK J73 BNA ROME Arrival	ATLANTA
VANSI	TVC Pullman Arrival	CHICAGO
VANSI	YXI J597 YSO J558 YXU J545 DJB J83 APE CINCEN Arrival	CINCINNATI
VANSI	TVC BAE J105 RZC FSM BYP	DALLAS/FT. WORTH
VANSI	SMARE ECK POLAR	DETROIT
VANSI	TVC OBK J101 LIT J180 DAS DAISSETTA Arrival	HOUSTON
VANSI	TVC OBX J71 RBS VANDALLA Arrival	ST. LOUIS
VANSI	YXI J597 V216 YSO V37	TORONTO

## VIA VBI

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
VBI	DPR J107 HEC	LOS ANGELES

## VIA VITOL

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
VITOL	ACK HTO J174 ATR 085 Radial ATR V308 OTT	ANDREWS
VITOL	ACK HTO RBV J230 J48 ODF Macey Arrival	ATLANTA
VITOL	SCUPP	BOSTON
VITOL	ACK HTO J174	CHARLESTON, SC
VITOL	ACK HTO J121 SIE	DOVER
VITOL	ACK J62 RBV RBV 289 radial V457 LRP V143 ROBERT AML	DULLES
VITOL	ACK HTO J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
VITOL	PLYMM Plymouth Arrival	KENNEDY
VITOL	ACK HTO J121 MANTA V276 GAMBY	MCGUIRE
VITOL	ACK HTO J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
VITOL	BOS BDL IGN IGN 265 radial FLOSI V213 SAX	NEWARK
VITOL	ACK HTO J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
VITOL	ACK HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
VITOL	ACK J62 RIFLE J174 SWL ARGAL Arrival	RALEIGH-DURHAM
VITOL	NELIE J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA WHALE

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
WHALE	LFV J174 ATR 085 Radial ATR V308 OTT	ANDREWS
WHALE	BOS J77 PTW J48 ODF Macey Arrival	ATLANTA
WHALE	BOS J75 MXE V378 BAL	BALTIMORE
WHALE	SCUPP	BOSTON
WHALE	LFV J174	CHARLESTON, SC
WHALE	BOS J75 CMK J75 GVE LYH Majic Arrival	CHARLOTTE
WHALE	BOS J77 SAX J6 LIT BYP	DALLAS/FT. WORTH
WHALE	LFV J174 HTO J121 SIE	DOVER
WHALE	BOS J77 SAX J6 LRP V143 ROBERT AML	DULLES
WHALE	ACK J62 RIFLE J174 DIW AR14 METTA AR1 HOBEE Mrlin Arrival	FT. LAUDERDALE
WHALE	BOS J77 PTW J48 MOL J22 VUZ JAN AEX Daisetta Arrival	HOUSTON
WHALE	PLYMM Plymouth Arrival	KENNEDY
WHALE	LFV J174 HTO J121 MANTA V276 GAMBY	MCGUIRE
WHALE	LFV J174 DIW AR14 METTA AR1 HOBEE Heatt Arrival	MIAMI
WHALE	BOS BDL-IGN IGN 265 radial FLOSI V213 SAX	NEWARK
WHALE	LFV J150 HTO J174 ORF J121 CHS J79 OMN Bitho Arrival	ORLANDO
WHALE	LFV J174 HTO J121 BRIGS VCN Cedar Lake Arrival	PHILADELPHIA
WHALE	BOS CTR HNK HNK 271 radial J190 SLT GRACE Arrival	PITTSBURGH
WHALE	ACK J62 RIFLE J174 SWL Argal Arrival	RALEIGH-DURHAM
WHALE	BOS J77 SAX J80 VHP Vandalia Arrival	ST. LOUIS
WHALE	BOS J75 CMK J75 TAY J85 GNV Dades Arrival	TAMPA

## VIA YBC

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YBC	VBS TVC Pullman Arrival	CHICAGO
YBC	YMX J546 YSO J597 YQO SPICA Arrival	DETROIT
YBC	YXI YEE ECK GU RBS Vandalia Arrival	ST. LOUIS
YBC	OMBRE V352 MAIRE MAIRE Arrival	MONTREAL/DORVAL
YBC	BLAKK Catog Arrival	MONTREAL/MIRABEL
YBC	YMX J546 V300 YSO V37	TORONTO

## VIA YBR

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YBR	J562 DIK CZI OCS J107 HEC	LOS ANGELES

## VIA YQT

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YQT	J533 DLH J21 GEP J114	DENVER
YQT	J553 DLH J32 ABR J158 DDY J107 MLF CROWE Arrival	LAS VEGAS
YQT	J553 DLH J32 ABR J158 DDY J107 HEC	LOS ANGELES
YQT	J533 DLH CINCI V13 WHISK	MINNEAPOLIS/ ST. PAUL
YQT	J553 DLH J32 ABR J158 DDY MLD SLC	SALT LAKE CITY
YQT	J553 DLH J32 FMG MODESTO Arrival	SAN FRANCISCO

## VIA YRI

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YRI	YXI TVC PMM Pmm Arrival	CHICAGO
YRI	YMX J546 YSO J597 YQO V464 SPICA SPICA Arrival	DETROIT
YRI	POLTY YMS ECK GU RBS Vandalia Arrival	ST. LOUIS
YRI	OMBRE V352 MAIRE MAIRE Arrival	MONTREAL/DORVAL
YRI	BLAKK Catog Arrival	MONTREAL/MIRABEL
YRI	YMX J546 V300 YSO V37	TORONTO

## VIA YXU

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YXU	J545 DJB J83 APE J186 ODF Macey Arrival	ATLANTA
YXU	J545 DJB J83 APE CINCE Arrival	CINCINNATI
YXU	J545 DJB J29 PXV J131 LIT BYP	DALLAS/FT. WORTH
YXU	J545 DJB J29 PXV J131 LIT J180 DAS Daisetta Arrival	HOUSTON

## VIA YWG

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YWG	DIK CZI OCS J107 HEC	LOS ANGELES
YWG	DIK CZI FMG MODESTO Arrival	SAN FRANCISCO

## VIA YYN

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
YYN	J530 GTF J7 FMG MODESTO Arrival	SAN FRANCISCO

## VIA ZQA

Inland Navigation Facility/ Fix	Non-Common Portion	Destination
ZQA	BR22V DEKAL	FT LAUDERDALE
ZQA	BR49V FOWEE FOWEE Arrival	MIAMI
ZQA	BR54V	PALM BEACH

## Part 4.

### GRAPHIC NOTICES



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*December 4, 1997*

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# GENERAL INFORMATION

## SPECIAL NOTICE

Notices submitted for inclusion in the Notices to Airmen publication will be published, no earlier than **TWO EDITIONS** prior to the effective date of the Notice. **SPECIAL NOTICES** will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

# GENERAL INFORMATION

## SPECIAL NOTICE

### CHRISTMAS EVE ADVISORY

#### Santa Claus Special

**DECEMBER 24 and 25, 1997**

At the request of the North Pole Department of Aviation, the Federal Aviation Administration is advising all operators of Private, Commercial, or Military Aircraft to be aware that **SANTA CLAUS** will be operating in all Airspace worldwide, from 2400Z, December 24 through 0400Z, December 25.

During this period, pilots are advised to follow strict **SEE and AVOID** techniques.

If **SANTA CLAUS** is sighted, please refrain from attempting to make radio contact. We have been informed that **SANTA** will be on a very tight schedule, and operations with **REINDEERS** under Visual Flight Rules during periods of darkness is extremely demanding and hazardous.

**Santa Claus** has a waiver for all classes of Airspace.

Please advise the nearest **FAA Facility** of any sightings.

**Merry Christmas to all and to all a good night.**



# **SPECIAL MILITARY OPERATIONS**

# FORT WINGATE/WHITE SANDS MISSILE RANGE

## FORT WINGATE FAR 91.143

### SPACE OPERATIONS AREA

(EFF: 151200Z thru 151500Z DECEMBER 97)

(EFF: 161200Z thru 161500Z DECEMBER 97)

(EFF: 181200Z thru 181500Z DECEMBER 97)

(EFF: 261200Z thru 261500Z JANUARY 98)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited within the following:

### FORT WINGATE LAUNCH AREA:

Beginning at Lat. 35°25'51"N., LONG. 108°30'09"W., to LAT. 35°38'46"N., LONG. 108°37'14"W.; to LAT. 35°28'46"N., LONG. 108°37'39"W.; to LAT. 35°21'27"N., LONG. 108°36'58"W.; to the point of beginning. At any altitude from the surface to unlimited.

### BOOSTER DROP AREA:

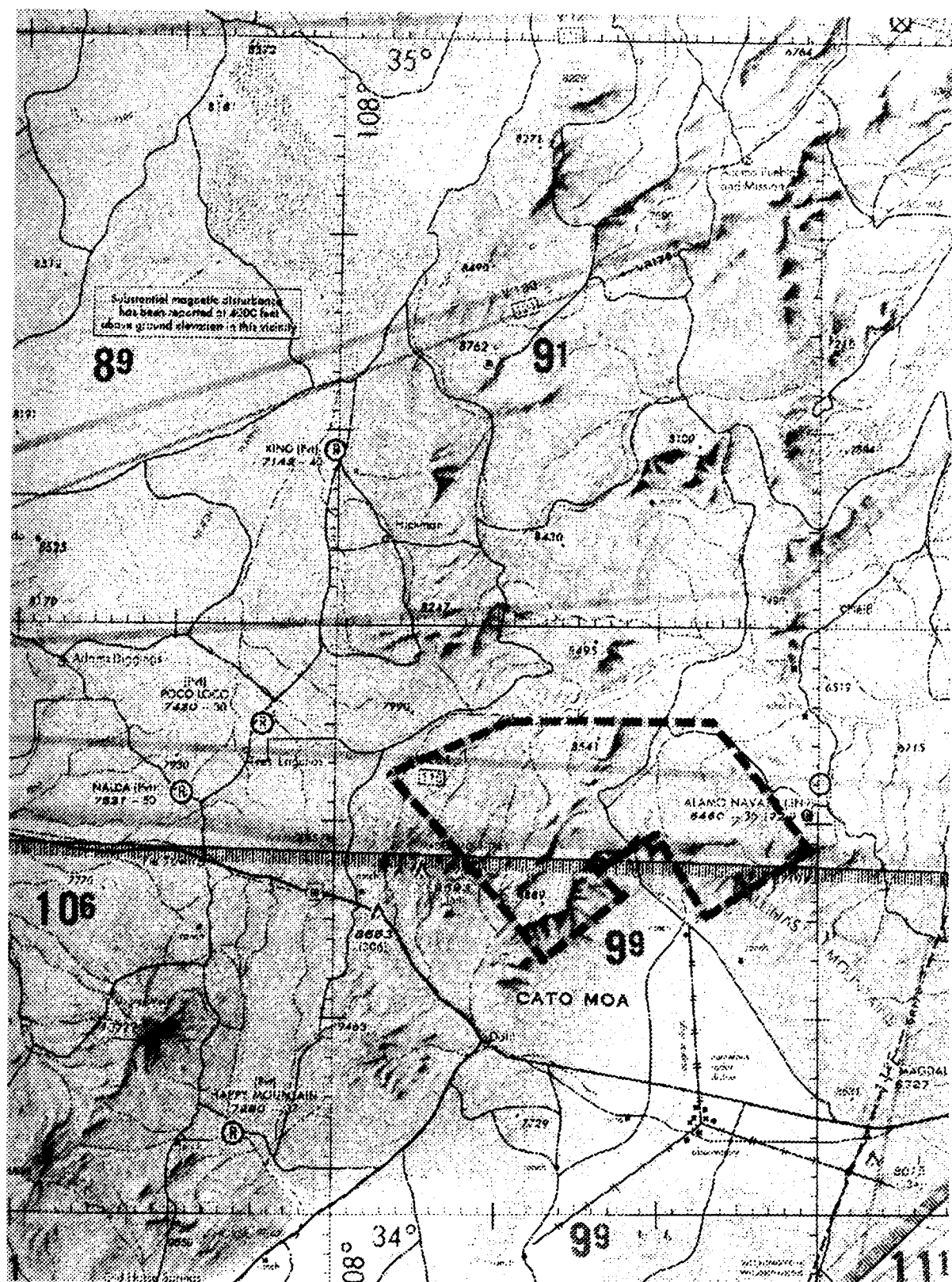
Beginning at Lat. 34°22'30"N., LONG. 107°57'00"W., to LAT. 34°25'00"N., LONG. 107°49'00"W.; to LAT. 34°24'45"N., LONG. 107°37'00"W.; to LAT. 34°18'00"N., LONG. 107°30'00"W.; to LAT. 34°15'08"N., LONG. 107°37'00"W.; to LAT. 34°19'00"N., LONG. 107°40'00"W.; to LAT. 34°15'08"N., LONG. 107°45'20"W.; to LAT. 34°14'52"N., LONG. 107°44'40"W.; to LAT. 34°13'00"N., LONG. 107°48'00"W.; to the point of beginning. At any altitude from surface to unlimited.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for these three areas and the corridor below the missile flight path from the launch at Fort Wingate, NM, to ground impact within White Sands Missile Range.

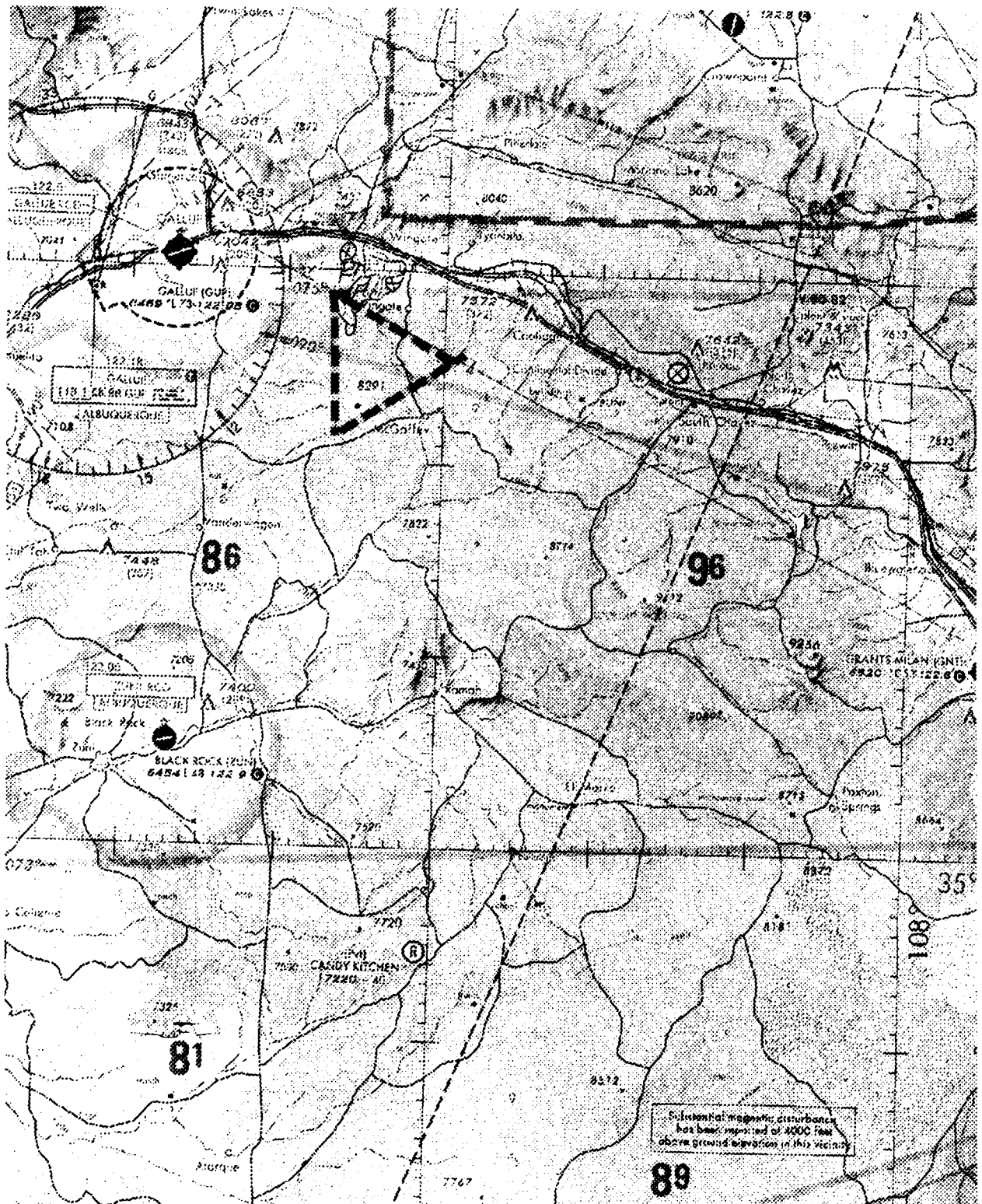
11/13/97 (ASW-530)



## BOOSTER DROP AREA



## LAUNCH AREA



## SPECIAL USE AIRSPACE

### (Temporary Military Operation Areas)

#### LANTIRN 97-12

December 1 through December 31, 1997

**Excluding weekends, federal holidays, COPE THUNDER, DISTANT FRONTIER, and CERE airspace activation's.**

**NOTE-**

*To obtain current information on flight activities in a particular area during the exercise, contact Anchorage ARTCC, Eielson Special Use Airspace Information Service (SUAIS) (125.3), or Fairbanks AFSS for actual times of use.*

#### **YUKON 1 C Temporary MOA, AK.**

**Boundaries.** Beginning at lat. 65°22'59"N., long. 146°00'09"W.; to lat. 64°49'00"N., long. 147°04'00"W.; to lat. 64°49'32"N., long. 146°40'00"W.; to lat. 65°59'59"N., long. 146°00'09"W.; to the point of beginning.

**Altitudes:** 100 feet AGL up to but not including FL180

**Times of use:** 0700 local to 2200 local, Monday through Friday except for holidays, up to but not exceeding 4 hours per day or 56 hours per exercise.

**Controlling agency:** FAA, Anchorage ARTCC.

**Using agency:** USAF, 354th Fighter Wing, Eielson AFB, AK.

#### **VIPER C Temporary MOA, AK.**

**Boundaries.** Beginning at lat. 64°33'23"N., long. 146°46'09"W.; to lat. 64°34'24"N., long. 146°47'29"W.; to lat. 64°46'11"N., long. 146°46'49"W.; to lat. 64°49'59"N., long. 146°23'09"W.; to lat. 64°49'59"N., long. 146°00'09"W.; to lat. 65°59'59"N., long. 146°00'09"W.; to lat. 64°49'32"N., long. 146°40'00"W.; to lat. 64°49'00"N., long. 147°04'00"W.; to lat. 64°47'00"N., long. 147°09'00"W.; to lat. 64°48'30"N., long. 147°11'00"W.; to lat. 64°34'30"N., long. 146°59'00"W.; to lat. 64°33'23"N., long. 146°48'09"W.; to the point of beginning (excluding the Eielson AFB Class D Airspace at all times and that portion wholly contained by R-2205 when active.)

**Altitudes:** 100 feet AGL to but not including 13,000 feet MSL.

**Times of use:** 0700 local to 2200 local, Monday through Friday except for holidays, up to but not exceeding 4 hours per day or 56 hours per monthly exercise.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354th Fighter Wing, Eielson AFB, AK.

#### **VIPER D Temporary MOA, AK.**

**Boundaries.** Beginning at lat. 64°33'23"N., long. 146°46'09"W.; to lat. 64°34'24"N., long. 146°47'29"W.; to lat. 64°46'11"N., long. 146°46'49"W.; to lat. 64°49'59"N., long. 146°23'09"W.; to lat. 64°49'59"N., long. 146°00'09"W.; to lat. 65°59'59"N., long. 146°00'09"W.; to lat. 64°49'32"N., long. 146°40'00"W.; to lat. 64°49'00"N., long. 147°04'00"W.; to lat. 64°47'00"N., long. 147°09'00"W.; to lat. 64°38'30"N., long. 147°11'00"W.; to lat. 64°34'30"N., long. 146°59'00"W.; to lat. 64°33'23"N., long. 146°48'09"W.; to the point of beginning (excluding that portion wholly contained by R-2205 when active.)

**Altitudes:** 13,000 feet MSL to but not including FL180.

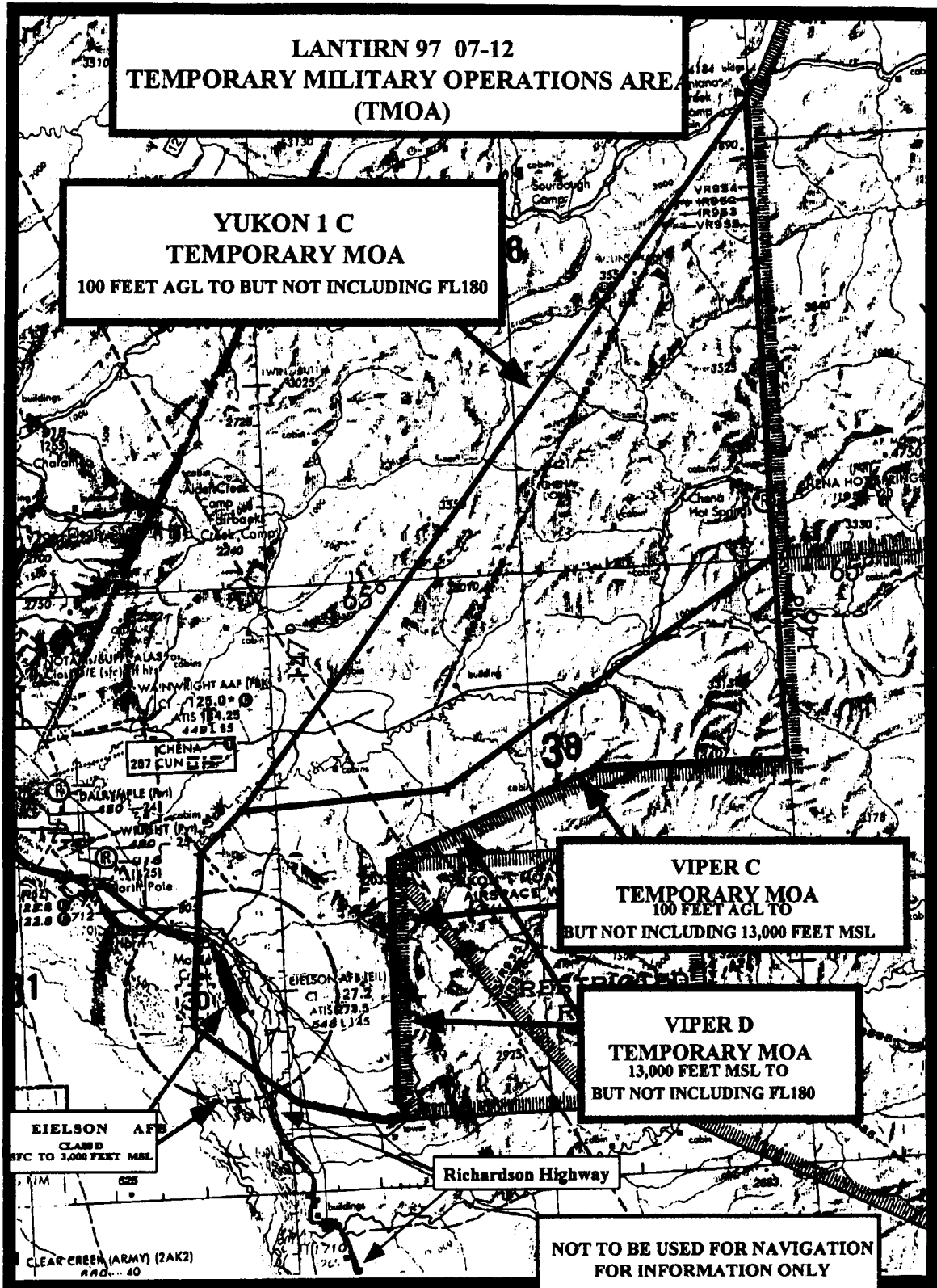
**Times of use:** 0700 local to 2200 local, Monday through Friday except for holidays, up to but not exceeding 4 hours per day or 56 hours per monthly exercise.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354th Fighter Wing, Eielson AFB, AK.



# LANTIRN 97-12





## NEW RESTRICTED AREAS

### CAMP LEJEUNE, NC

Effective November 6, 1997, Restricted Areas R-5303A, B, and C, and R-5304A, B, and C are established at Camp Lejeune, North Carolina, as described below. Pilots may contact Cherry Point Approach Control for further information about these areas.

#### 1. R-5303A Camp Lejeune, NC [New]

**Boundaries.** Beginning at lat. 34 41'40"N., long. 77 33'09"W.;  
to lat. 34 39'16"N., long. 77 28'31"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 38'49"N., long. 77 37'31"W.;  
to the point of beginning.

**Designated altitudes.** Surface to but not including 7,000 feet MSL, excluding the airspace 1,500 feet AGL and below within a 3NM radius of Sky Manor airport.

**Time of designation.** 0600-1800 Monday-Friday; other times by NOTAM at least 24 hours in advance.

**Controlling agency.** USMC, Cherry Point Approach Control

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

#### 2. R-5303B Camp Lejeune, NC [New]

**Boundaries.** Beginning at lat. 34 41'40"N., long. 77 33'09"W.;  
to lat. 34 39'16"N., long. 77 28'31"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 38'49"N., long. 77 37'31"W.;  
to the point of beginning.

**Designated altitudes.** 7,000 feet MSL to but not including 10,000 feet MSL.

**Time of designation.** By NOTAM at least 24 hours in advance.

**Controlling agency.** USMC, Cherry Point Approach Control

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

#### 3. R-5303C Camp Lejeune, NC [New]

**Boundaries.** Beginning at lat. 34 41'40"N., long. 77 33'09"W.;  
to lat. 34 39'16"N., long. 77 28'31"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 38'49"N., long. 77 37'31"W.;  
to the point of beginning.

**Designated altitudes.** 10,000 feet MSL to by not including FL 180.

**Time of designation.** By NOTAM at least 24 hours in advance.

**Controlling agency.** FAA, Washington ARTCC

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

**4. R-5304A Camp Lejeune, NC [New]**

**Boundaries.** Beginning at lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 32'16"N., long. 77 30'13"W.;  
to lat. 34 29'43"N., long. 77 33'15"W.;  
to lat. 34 32'42"N., long. 77 34'54"W.;  
to point of beginning.

**Designated altitudes.** Surface to but not including 7,000 feet MSL, excluding the airspace 1,500 feet AGL and below within a 3NM radius of Holly Ridge airport.

**Time of designation.** 0600-1800, Monday-Friday; other times by NOTAM at least 24 hours in advance.

**Controlling agency.** USMC, Cherry Point Approach Control

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

**5. R-5304B Camp Lejeune, NC [New]**

**Boundaries.** Beginning at lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 32'16"N., long. 77 30'13"W.;  
to lat. 34 29'43"N., long. 77 33'15"W.;  
to lat. 34 32'42"N., long. 77 34'54"W.;  
to point of beginning.

**Designated altitudes.** 7,000 feet MSL to but not including 10,000 feet MSL.

**Time of designation.** By NOTAM at least 24 hours in advance.

**Controlling agency.** USMC, Cherry Point Approach Control

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

**6. R-5304C Camp Lejeune, NC [New]**

**Boundaries.** Beginning at lat. 34 37'03"N., long. 77 35'25"W.;  
to lat. 34 36'13"N., long. 77 31'51"W.;  
to lat. 34 36'51"N., long. 77 29'01"W.;  
to lat. 34 32'16"N., long. 77 30'13"W.;  
to lat. 34 29'43"N., long. 77 33'15"W.;  
to lat. 34 32'42"N., long. 77 34'54"W.;  
to point of beginning.

**Designated altitudes.** 10,000 feet MSL to but not including FL 180.

**Time of designation.** By NOTAM at least 24 hours in advance.

**Controlling agency.** FAA, Washington ARTCC

**Using agency.** USMC, Commanding General, U.S. Marine Corps Air Station, Cherry Point, NC

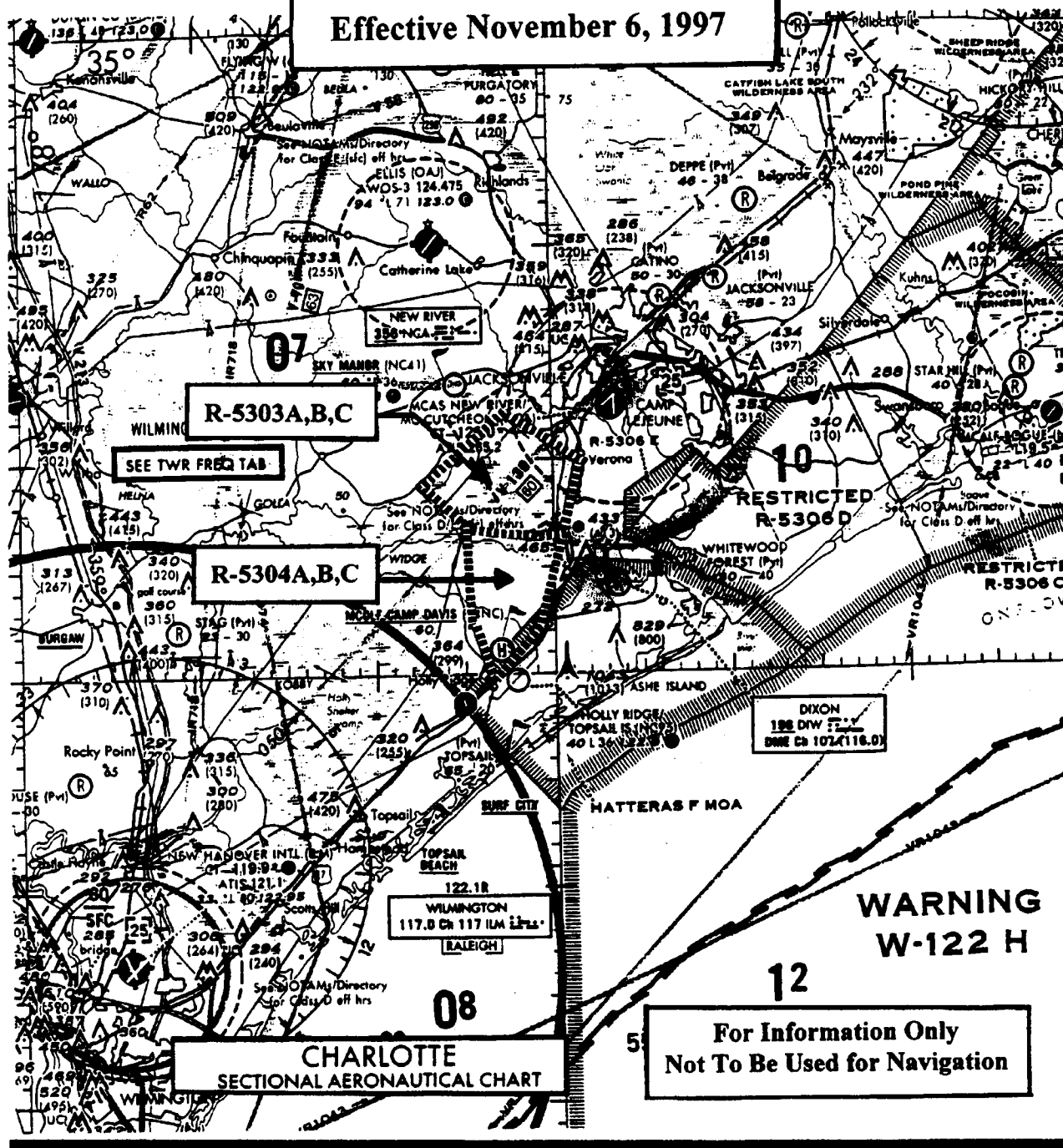
10/16/97 (ATA-400)

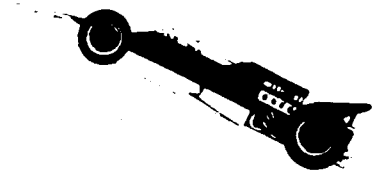


## Camp Lejeune, North Carolina

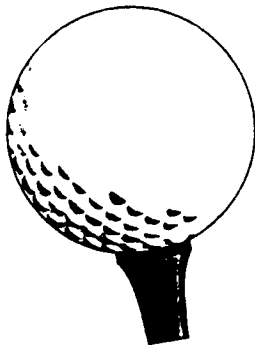
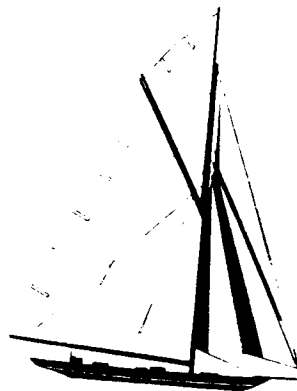
NEW RESTRICTED AREAS  
CAMP LEJEUNE, NC

Effective November 6, 1997





# MAJOR SPORTING and/or ENTERTAINMENT EVENTS



## COLORADO SKI COUNTRY 1997-1998

→ → → IFR Special Traffic Management Program → → →

Aspen-Pitkin County/Sardy Field Airport (ASE)

Eagle County Airport (EGE)

*(November 26, 1997 thru March 31, 1998)*

In anticipation of a large number of aircraft operating into and out of the Colorado Ski Country airports during the 1997/1998 ski season, special traffic management procedures will be implemented to enhance safety and minimize air traffic delays.

→ → → IFR TRAFFIC MANAGEMENT PROGRAM → → →

The Denver Center Traffic Management Unit (TMU) will monitor air traffic to the Aspen-Pitkin County/Sardy Field (ASE) and Eagle County Regional (EGE) airports from November 26, 1997 through March 31, 1998, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Colorado Ski Country STMP will be implemented the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Colorado Ski Country STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departure.**

→ → → IFR ARRIVALS → → →

☞ After the NOTAM implementing the Colorado Ski Country STMP has been issued, pilots shall contact the Denver Center TMU at (303) 651-4246 or 1-800-972-1275 for an arrival slot reservation time at either the ASE or EGE airports. Be prepared to provide the following information:

- a. ETA at ASE or EGE
- b. Aircraft Identification
- c. Departure Airport

☞ Denver Center TMU will assign an arrival slot time for each IFR arrival aircraft at the ASE and EGE airports. A traffic management code, which will include the expected arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a traffic management code will be accepted only in emergency situations.**

☞ Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

☞ Airfiles and/or change of destination to ASE and EGE will not be accepted, except for emergency situations.

☞ Call cancellations to (303) 651-4246 or 1-800-972-1275.

**\*\*\* IFR FLIGHT PLANS \*\*\***

✈ IFR flight operating into ASE and EGE should file an appropriate preferred route between the hours of 1400–0200 UTC (0700–1900 MST) daily.

<b>To ASE:</b>	DVV..DBL..ASE
	FQF..DBL..ASE
	PUB.J28.DBL145R..DBL..ASE
	ALS..DBL..ASE
	MTJ.V361.DBL..ASE
	EKR.V108.DBL..ASE
	RLG.V361/V421.DBL..ASE
	NATTI..DBL..ASE
	GUILT..DBL..ASE
	PITMN..DBL..ASE
	TRUEL..DBL..ASE
<b>To EGE:</b>	RLG..EGE
	JNC.V8.RLG..EGE
	EKR.V200.RLG..EGE

✈ ✈ ✈ ✈ ✈

9/22/97 (ANM-530)

## Sun Valley Area Holiday Ski Traffic

✈ ✈ ✈ IFR Special Traffic Management Program ✈ ✈ ✈

Twin Falls, Idaho Airport (TWF)

Sun Valley, Idaho Airport (SUN)

**EFFECTIVE:** November 26–30, 1997, December 23, 1997 through January 4, 1998,  
and February 13–16, 1998.

In anticipation of a large number of aircraft operating into the Twin Falls and Sun Valley, Idaho, area during the Thanksgiving, Christmas, and Presidents Day holiday ski season, the following procedures will be used to enhance safety and minimize air traffic delays in this non-radar environment.

✈ ✈ ✈ ✈ **IFR ARRIVALS** ✈ ✈ ✈ ✈

Special Traffic Management Programs will be in effect daily from 0800 – 1801 MST (1500–0101 UTC). Salt Lake City Center will assign an arrival slot time for each IFR flight arriving at TWF and SUN airports for IFR departures within the Seattle, Oakland, Los Angeles, Denver, Minneapolis, and Salt Lake City Center flight advisory areas (Scheduled Air Carrier/Air Taxi Operations are exempt).

✈ ✈ ✈ ✈ **TRAFFIC MANAGEMENT PROGRAM** ✈ ✈ ✈ ✈

Arrival slot times may be obtained by:

- a. Contacting the servicing FSS/ARTCC, or
- b. Contacting the Salt Lake City Traffic Management Unit at 1–801–320–2565.

Be prepared to provide the following information:

- a. Date of Arrival
- b. Arrival Airport
- c. Requested Time of Arrival
- d. Aircraft Identification
- e. Departure Airport
- f. ETA

The Salt Lake City ARTCC will provide the requesting individual with an arrival number consisting of the following S (SUN) or T (TWF), ETA, and issuer's initials. Example: (S1550PJ)

FSS's should inform pilots that the traffic management program is in effect for arrivals to TWF and SUN airports. FSS's should contact their respective ARTCC or Salt Lake City ARTCC TMU to obtain the arrival slot time.

✈ ✈ ✈ ✈ ✈

# SUPER BOWL 1998

## SPECIAL TRAFFIC MANAGEMENT PROCEDURES SAN DIEGO, CALIFORNIA

January 21 – January 27, 1998

In anticipation of the large number of corporate and charter aircraft operating in the San Diego area in conjunction with Super Bowl 1998, the following procedures will be used to enhance safety and minimize air traffic delays. The Special Traffic Management Program (STMP) will apply to all unscheduled IFR arrivals and departures (domestic or international) during the program dates and times.

This STMP will be in effect for all IFR arrivals and departures daily from January 21, 1998, through January 27, 1998, at the following airports:

SAN	San Diego International Airport	San Diego, CA	24 Hours
MYF	Montgomery Field	San Diego, CA	1400 UTC – 0700 UTC 0600 PST – 2300 PST
SDM	Brown Field	San Diego, CA	1400 UTC – 0700 UTC 0600 PST – 2300 PST
SEE	Gillespie Field	El Cajon, CA	1400 UTC – 0700 UTC 0600 PST – 2300 PST
CRQ	McClellan–Palomar Airport	Carlsbad, CA	1400 UTC – 0700 UTC 0600 PST – 2300 PST

**NOTE–**

*No slot reservation required for aircraft departing San Diego, Lindbergh Field.*

### HOW TO OBTAIN A SLOT TIME

Beginning January 19, 1998, between the hours of 0700 PST and 2100 PST daily, pilots may call the Slot Reservation Line at 1-800-909-7107 to request an arrival or departure slot time and reservation number. **Slot reservations may be obtained no more than 72 hours prior to ETA/ETD at the program airport.** Calls outside this time will not be accepted. Pilots should be prepared to provide the following information when requesting an IFR slot reservation:

- Arrival/Departure Airport
- Date of Arrival/Departure
- Time of Arrival/Departure (UTC)
- Aircraft Identification
- Aircraft Type
- Point of Departure (for arrivals)
- Contact Name
- Contact Phone Number

The traffic management slot reservation number you receive must be entered in the remarks section of your flight plan. Reservation numbers included in the flight plans will be verified with a master list to insure compliance with the program.

Adherence to arrival/departure slots should be within ten (10) minutes prior, to ten (10) minutes after the assigned time. Pilots not complying with these times may incur extensive delays.

Excess traffic management slots should not be requested. If a flight plan reservation requires cancellation, pilots are instructed to call the Slot Reservation Line as early as possible in order to release that slot time for another flight.

Do not call the Slot Reservation Line with questions about parking, Super Bowl activities, or accommodations.



### **MISCELLANEOUS PROCEDURES**

Due to anticipated frequency congestion, Los Angeles Center and Southern California TRACON – except in emergency situations, will not accept air filed flight plans and/or changes of destination to San Diego area airports while this program is in effect.

Due to anticipated IFR traffic volume, VFR flight following may not be available.

Flight plans should be filed a minimum of two (2) hours prior to estimated time of departure.

Pilots departing a San Diego area airport VFR intending to pick up their IFR clearance enroute **must** coordinate their intentions with clearance delivery.

Weather conditions or traffic volume may require airborne delays and/or alternate routing to destination airport. Plan your fuel accordingly.

The issuance of an air traffic reservation time does NOT imply or have any relationship to parking availability at destination airports. Contact the individual airport operators or fixed base operator for specific information. Pilots are encouraged to ensure parking arrangements have been secured prior to entering the San Diego area.

Failure to comply with these procedures may result in extensive delays.

Pilots should familiarize themselves with the runway and airport layout prior to their arrival.

**PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT.**

### **IFR AND VFR DEPARTURE PROCEDURES FOR SAN DIEGO INTERNATIONAL AIRPORT/LINDBERGH FIELD**

Obtain current ATIS on frequency 134.8 prior to contacting clearance delivery.

Contact clearance delivery on 125.9 **no more than 20 minutes prior to estimated time of departure.** On initial contact, advise you have the following:

- Full call-sign
- FR or VFR
- Destination
- Current ATIS code

Contact ground control on frequency designated on ATIS prior to taxiing, advise location on airport.

Monitor tower frequency 118.3 when approaching the runway. Do not call the tower until you are in the number one position at the runway.

Upon receipt of departure clearance, make no delay in performing necessary safety checks and departing the runway.

**PARKING/TIEDOWN RESERVATIONS**

Due to limited availability, parking/tiedown reservations are **REQUIRED AT LINDBERGH FIELD AND STRONGLY RECOMMENDED** at the remainder of the following airports:

<b>AIRPORT ID</b>	<b>AIRPORT NAME</b>	<b>CITY</b>	<b>PHONE</b>
SAN	San Diego International Airport	San Diego, CA	FBO: Jimsair (619) 298-7704
MYF	Montgomery Field	San Diego, CA	(619) 573-1440
SDM	Brown Field	San Diego, CA	(619) 424-0455
SEE	Gillespie Field	El Cajon, CA	(619) 596-3900
CRQ	McClellan-Palomar	Carlsbad, CA	(760) 431-4646
L39	Ramona Airport	Ramona, CA	(760) 788-6174
L32	Oceanside Municipal	Oceanside, CA	(760) 722-6443

**AIRPORT INFORMATION****SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD****PARKING RESERVATIONS**

All Pilots/operators are **REQUIRED** to contact Jimsair for parking availability prior to initiating their flight to San Diego International Airport - Lindbergh Field.

Contact Jimsair at (619) 298-7704 or fax (619) 298-7021. ARINC: 129.975. UNICOM 122.95

Pilots desiring to drop off or pick up passengers only are also **REQUIRED** to have a parking reservation at Lindbergh Field. These aircraft will be directed to proceed to the main Jimsair Ramp.

Aircraft remaining overnight will be directed to proceed to the parking ramps located on the north side of the airport (north of Taxiway "C"). A shuttle van will provide transportation between these ramps and the JimsAir facility.

**LANDING FEES AND RAMP FEES**

Aircraft ramp fees will be handled directly by the FBO. Fees are contingent on aircraft weight/size and services rendered. Contact Jimsair for information pertaining to your aircraft. Landing fees will be imposed by the airport operator for all commercial charter arrivals.

**AIRPORT USE REGULATIONS, TIME OF DAY RESTRICTIONS (Curfew)**

Arrivals - All Aircraft. There are no noise related time of day restrictions on landing aircraft.

**Departure Restrictions.**

No Stage 2 aircraft departures between 2200 - 0700L

No Stage 3 aircraft departures between 2330 - 0630L

**Engine Runups.**

No engine runups at a power setting above idle power between 2330 - 0630L

Operators in violation of the Airport Use Regulations, Time of Day Restrictions, may be subject to fines ranging from \$1,000 - \$5,000 up to and including possible loss of operating privileges.

**Exceptions to Time of Day Restrictions**

**Emergency and Mercy Flights.** The prohibitions of Time of Day Restrictions shall not be applicable to any aircraft operation at the airport which is conducted in an emergency situation, or to any mercy flight authorized on advance by the Director of Airport Operations or the senior airport official on duty. The operator must provide a written report with full details on the nature of the emergency to the Director of Airport Noise Information no later than three (3) days after the occurrence.

**Engine Runups.** The prohibitions on engine runups shall not be applicable when the runup is necessary to allow an aircraft engaged in an emergency or mercy operation to comply with safety, legal or regulatory obligations or requirements prior to commencing the emergency flight.

There are noise sensitive areas in all quadrants. Pilots are requested to use their best noise abatement procedures when safe for operations as directed by FAA ATC personnel. Contact the Airport Noise Information Department for additional information at (619) 686-6381.

**SAN OPERATING PROCEDURES**

SAN Tower and Southern California (So Cal) TRACON operate continuously.

After landing, an expeditious clearing of the runway is essential. Stop aircraft after clearing the active runways and contact Ground Control (123.9) for taxi clearance. Read back all runway hold short clearances. **DO NOT STOP ON THE ACTIVE RUNWAY.**

All pilots should monitor the ATIS prior to engine start. Gate hold procedures may be implemented during peak arrival/departure periods.

Due to anticipated IFR traffic volume, VFR flight-following or airborne activation of IFR flight plans may not be available within 40 NM of MZB VOR.

Flight plans should be filed a minimum of two (2) hours prior to estimated time of departure. Controller workload during the week surrounding the Super Bowl may prevent SAN Tower or So Cal TRACON from complying with requests to file or make changes to flight plans.

The issuance of an air traffic reservation time does NOT imply or have any relationship to parking availability at the airport. Contact Jimsair for specific parking information. Pilots are encouraged to ensure parking arrangements have been secured prior to entering the San Diego area.

Failure to comply with these procedures may result in extensive delays.

**AIRPORT MANAGERS SPECIAL NOTE**

Training flights, practice approaches and touch and go landings are prohibited.

Aircraft with greater than a 195' wingspan may be restricted to certain operational windows at SAN. Please contact the Airport Manager at (619) 686-8050.

Be alert for taxiing aircraft or aircraft under tow in all aircraft parking areas. All movement on the non-movement area portions of the airport are at the pilot's own risk.

San Diego AFSS will have auxiliary services available at Jimsair, January 24, 25, and 26.

**HELICOPTER OPERATIONS AT SAN DIEGO INTERNATIONAL AIRPORT, LINDBERGH FIELD, ARE PROHIBITED DURING THE SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP).**

**QUALCOMM STADIUM PATTERN PARTICIPANTS**

Due to the expected increase in volume of aircraft requesting to operate near the stadium during the week of Super Bowl XXXII, specific procedures have been developed to provide a safe flow of traffic. These procedures are outlined in a letter of agreement developed by Montgomery Tower (MYF) in conjunction with the Flight Standards District Office. The LOA will be in effect during MYF tower's hours of operation. MYF tower's extended hours of operation are:

January 23rd 1400 – 0700 UTC (0600 – 2300 PST)

January 24rd 1400 – 0700 UTC (0600 – 2300 PST)

January 25rd 1400 – 0800 UTC (0600 – 0000 PST)

In order to become qualified to operate in the immediate vicinity of the stadium, you must attend a Federal Aviation Administration sponsored briefing prior to becoming signatory to the Letter of Agreement. **Attending at least one meeting is mandatory.** the schedule of briefings are:

Friday, January 9th 1:00 pm PST

Tuesday, January 13th 2:00 pm PST

Friday, January 16th 9:00 am PST

Briefing reservations may be obtained by calling MYF tower at (619) 277-5601. These briefings will be held at Southern California TRACON (SCT) located at 9175 Kearny Villa Road, San Diego, CA. Entrance into SCT can only be made from the northbound side of Kearny Villa road, north of Miramar Way. Advise the gate attendant you are there for the LOA briefing.

### **AIRPORT INFORMATION**

#### **McCLELLAN PALOMAR AIRPORT**

Very limited transient aircraft parking. Business jet parking only on FBO's with prior reservation. Banner tow aircraft not authorized. Contact Western Flight at (760) 438-6800, Cinema Air at (760) 438-0877 or Mission West at (760) 438-7603 for availability and services. Noise abatement procedures and voluntary Jet Curfew 0600z – 1500z. Contact Airport Manager (760) 431-4646 for additional information. Palomar Tower's extended hours of operation will be from 0630L – 2230L on 1/23, 1/24, and 1/25.

### **AIRPORT INFORMATION**

#### **RAMONA AIRPORT**

Airport can accommodate approximately 15 small business jet aircraft with prior coordination. Banner tow aircraft not authorized. Pilots should contact Airport Manager at (760) 788-6174 for further information including availability of lodging, restaurants and transportation. Fire fighting tankers may be operating at or near the airport, consult current NOTAMs and Airport Facility Directory for further information.

### **AIRPORT INFORMATION**

#### **GILLESPIE FIELD**

All pilots are strongly encouraged to contact the FBO's for parking availability prior to arrival at Gillespie Field. Pilots should contact the Airport Manager at (619) 596-3900 or the local FBO directly for information on the local parking reservation systems that will be in effect. No blimp operational area available. Due to limited area for banner tow operations, an Airport Use Permit (AUP) is required. For banner tow information, please call Jeff Edgren at (619) 596-3907. No applications accepted for AUPs after January 1, 1998. Available FBOs are: Aircraft Storage Spaces (619) 562-8200, Classic Hangars (619) 562-2122, El Cajon Flying Service/Gillespie Air Center (619) 448-8000, Gillespie Field Partners (619) 562-2535, Golden State Aviation (619) 449-0611, Safari Aviation (619) 448-2360, S.D. Aircraft Inc. (619) 562-3040, Sky Harbor (619) 258-8821, SoCal Aircraft Repair (619) 448-5010. Gillespie Tower's extended hours of operation will be from 0700L – 2300L on 1/23 and 1/24, 0700L – 0000L on 1/25, and 0600L – 2100L on 1/26.

(See Attached Diagram Page 13)

## **AIRPORT INFORMATION BROWN FIELD**

Airport can accommodate transport type aircraft. Check NOTAMs for construction activity. For parking reservations contact Brown Field Operations at (619) 424-0456, Paladin Aviation at (619) 661-1125, or Bearden Aviation at (619) 661-1121. Brown Tower's extended hours of operation will be from 0800L – 2200L on 1/23 and 1/24, 0700L – 2300L on 1/25, and 0600L – 2000L on 1/26.

(See Attached Diagram Page 14)

## **AIRPORT INFORMATION MONTGOMERY FIELD**

The field is restricted to those aircraft with a maximum certificated gross takeoff weight of 20,000 pounds or less. For parking reservations call Airport Operations at (619) 573-1440, Gibbs Flying Service at (619) 277-0310, or CrownAir at (619) 277-1453. Landing fee for commercial charters. Montgomery Tower's extended hours of operation will be from 0600L – 2300L on 1/23 and 1/24, and 0600L – 0000L on 1/25.

Montgomery Field Airport noise limits are:

0630 PST to 2330 PST, 88 decibels maximum noise level in any residential area.

2330 PST to 0630 PST, 70 decibels maximum noise level in any residential area.

Noise limits are enforced. Violators subject to fines. Plan departures prior to 2330 PST.

### **MONTGOMERY FIELD FLIGHT OPERATIONS**

A Letter of Agreement (LOA) will be in effect between MYF and the aircraft operators detailing operations near the stadium during the event. All participants must attend a Federal Aviation Administration sponsored briefing regarding the operations prior to becoming a signatory to the LOA. For questions regarding the mandatory briefings or the Letter of Agreement, please call (619) 277-5601.

### **THERE WILL BE NO HELIPORT AT QUALCOMM STADIUM**

Extreme caution should be exercised when operating within 10 miles of Montgomery airport. Numerous flight activities, including: helicopter operations, banner towing, blimps, and hot air balloon in the vicinity of Qualcomm stadium. Helicopter operators are required to contact Montgomery Airport Operations at (619) 573-1440. Extensive military flight operations to and from MCAS Miramar conducted north and northeast of Montgomery airport.

### **VFR ARRIVAL PROCEDURES**

All aircraft must use the Montgomery airport arrival procedures (see attached graphic). All pilots are advised to be familiar with the San Diego VFR Terminal Area Chart, especially the Class B airspace.

### **VFR DEPARTURE PROCEDURES**

**RUNWAY 28 R/L WESTBOUND:** Proceed west and remain clear of Class B airspace.

**RUNWAY 28R EASTBOUND:** Right downwind departure, remain clear of Class B airspace.

**RUNWAY 28L EASTBOUND:** As directed by tower, remain clear of Class B airspace.

**RUNWAY 10L WESTBOUND:** Left downwind departure, remain clear of Class B airspace.

**RUNWAY 10R WESTBOUND:** As directed by tower, remain clear of Class B airspace.

**RUNWAY 10 R/L EASTBOUND:** Proceed east, remain clear of Class B airspace.

**NOTE-**

*These procedures are non-standard routes established specifically for Super Bowl weekend. The Tower may change entry or exit routes depending on existing traffic or at pilot's request.*

(See Attached Diagram Page 15)

**U.S. CUSTOMS SERVICE**

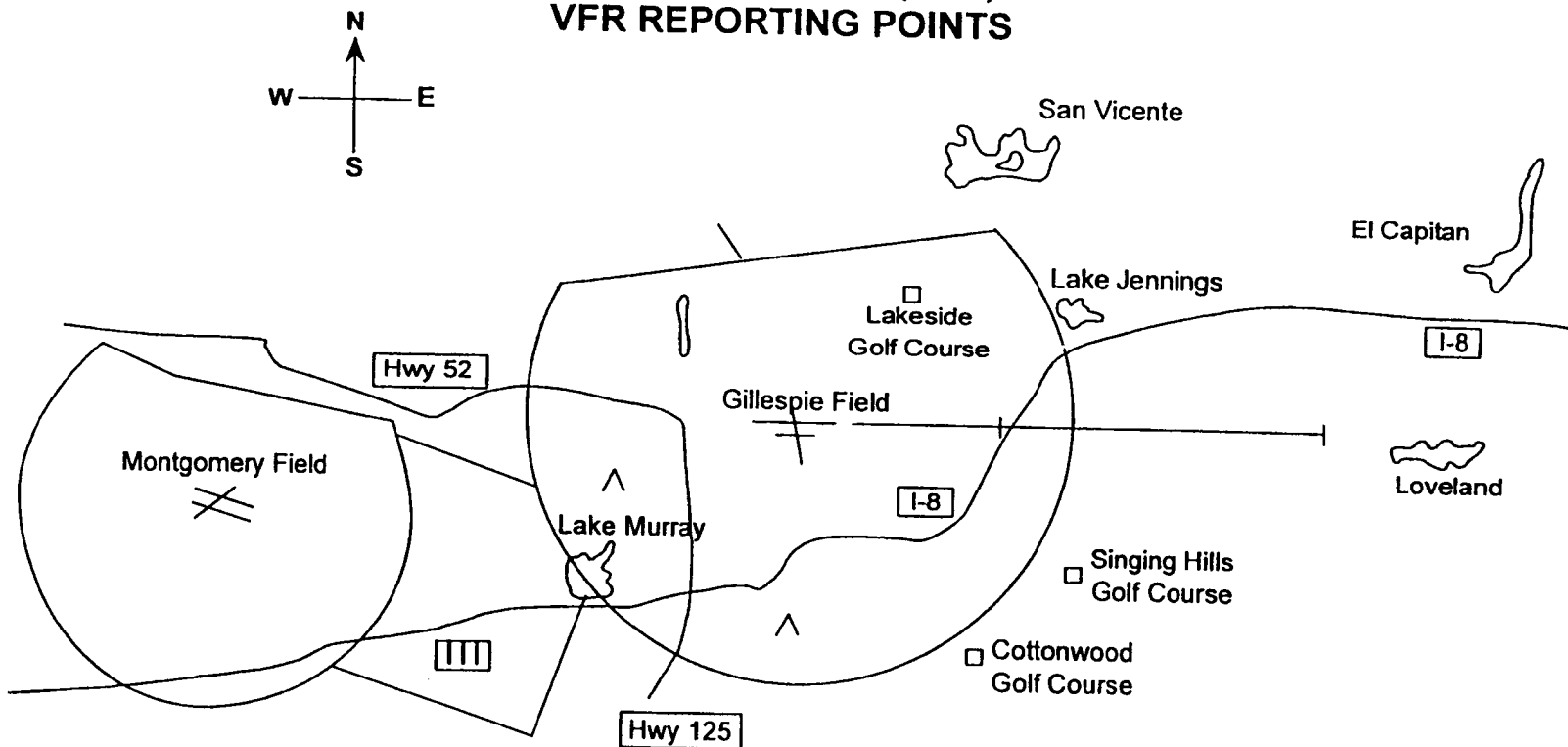
Private aircraft arriving in the U.S. from a foreign area must report to Customs. Customs service is available only at San Diego International Airport/Lindbergh Field (619) 557-5370 and Brown Field (619) 661-3294. Customs must be notified by an appropriate means at least one hour prior to your arrival. For information regarding the international operation of private aircraft, please refer to the Customs Publication 513, "U.S. Customs Service Guide for Private Flyers".

Commercial air carriers and charter carriers arriving in the U.S. from foreign area shall submit their schedules at least 30 days in advance to the U.S. Customs office at the airport of intended first landing. In San Diego, the first landing of a commercial or charter aircraft will be at San Diego International Airport/Lindbergh Field.

For all Customs correspondence, contact:

U.S. Customs  
1240 N. Harbor Drive  
San Diego, CA 92101  
Tel: (619) 557-5370  
Fax: (619) 557-6356

# GILLESPIE FIELD (SEE) VFR REPORTING POINTS

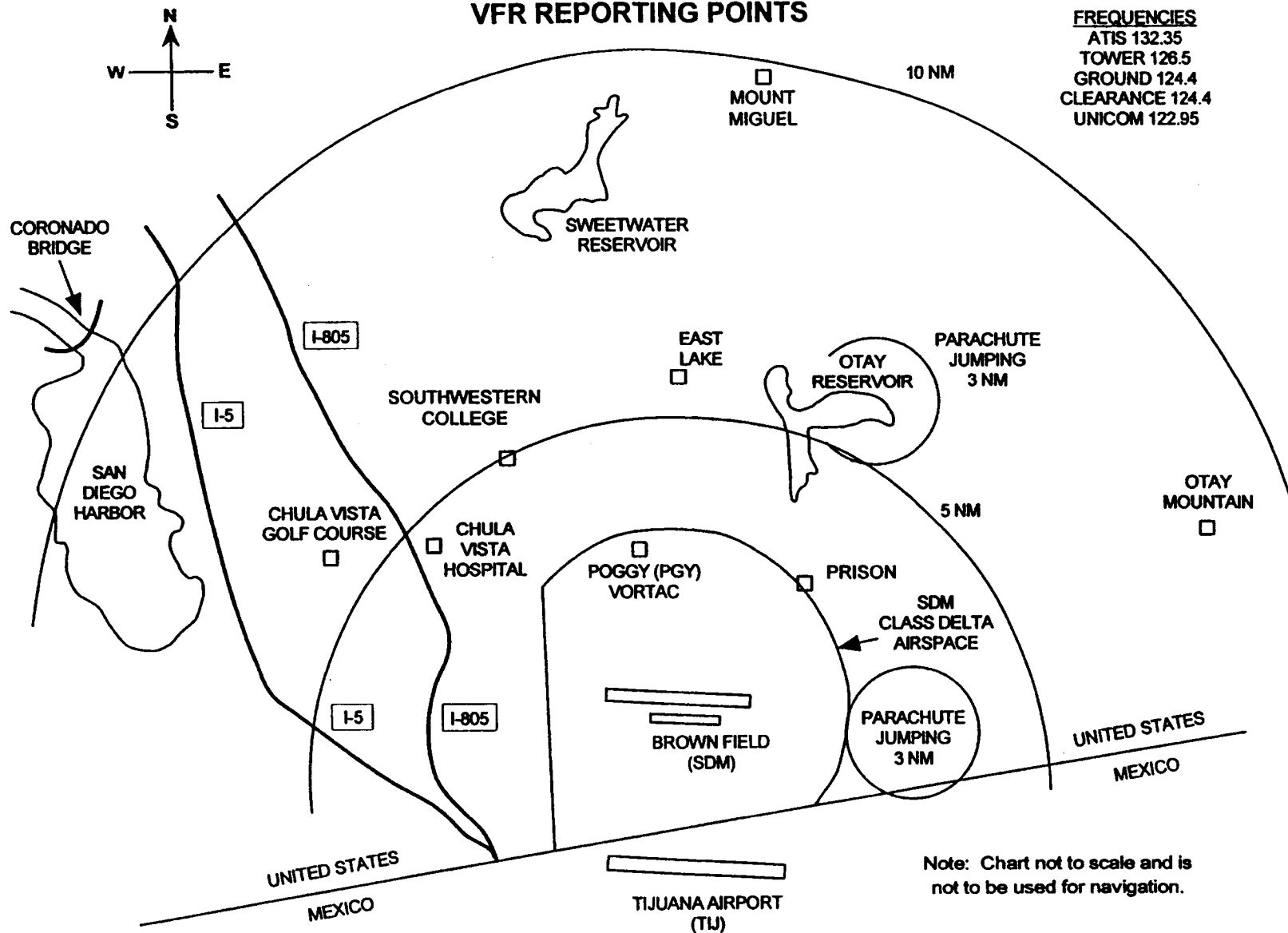


Note: Chart not to scale and is  
not to be used for navigation.

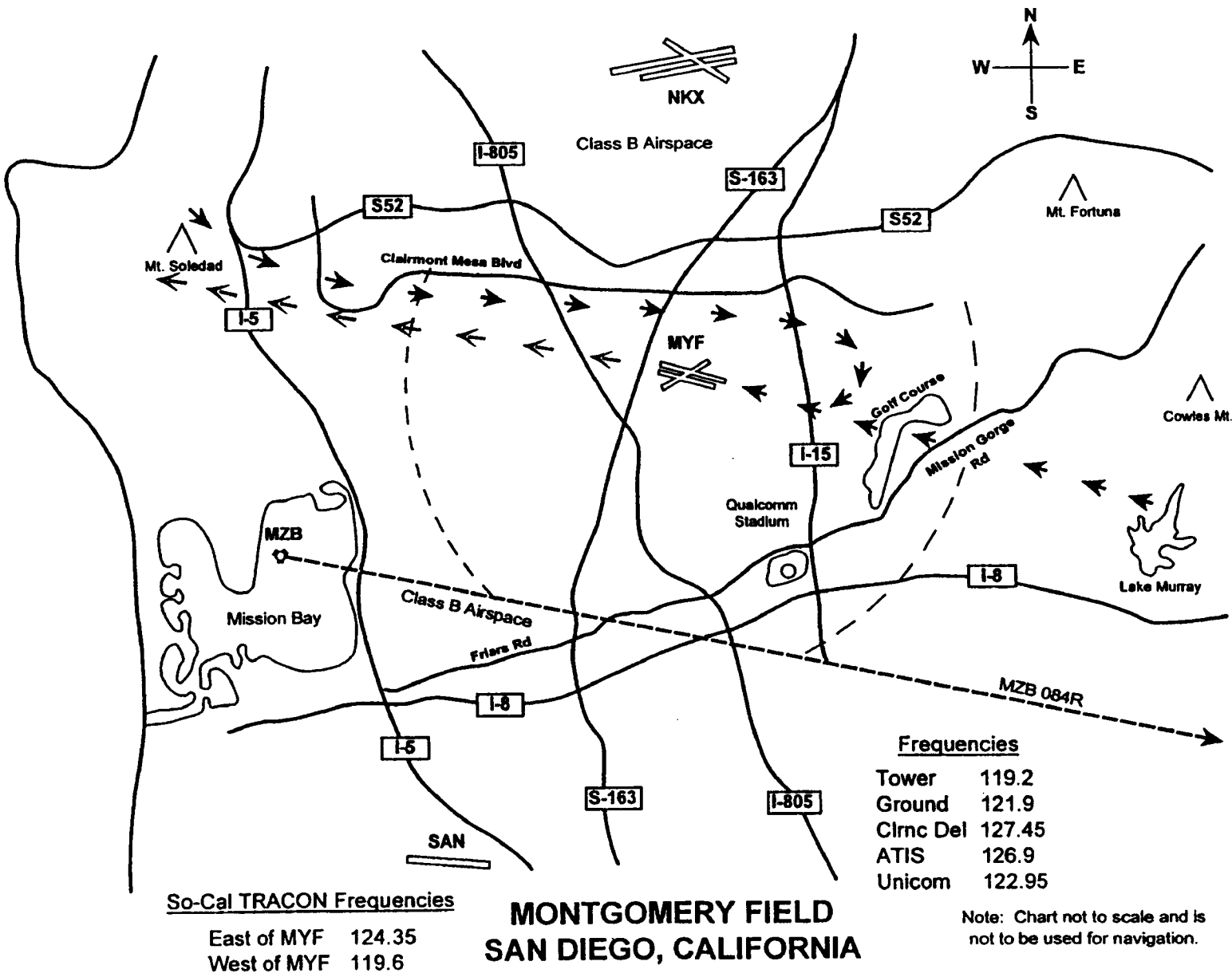
## FREQUENCIES

Tower	120.7
Ground	121.7
Clearance	125.1
ATIS	125.45

# **BROWN FIELD (SDM) VFR REPORTING POINTS**







EFFECTIVE: November 26-30, 1997, December 23, 1997 through January 4, 1998,  
and February 13-16, 1998.



11/13/97 (AMP-530) REV

**DAYTONA 500****SPECIAL TRAFFIC MANAGEMENT PROGRAM  
DAYTONA BEACH, FLORIDA***(February 11 through February 15, 1998)*

In anticipation of a large number of aircraft traveling to and from the Daytona Beach area during the DAYTONA 500 RACE week, the following procedures will be used to enhance safety and minimize air traffic delays.

**→ → TRAFFIC MANAGEMENT PROGRAM → →**

A special traffic management program for arrivals will be in effect February 11, 1998 through February 15, 1998 during the following times:

<i>Date</i>	<i>From</i>	<i>Through</i>
February 11, 1998 .....	1500 UTC (1000 Local)	2300 UTC (1800 Local)
February 12, 1998 .....	1100 UTC (0600 Local)	2300 UTC (1800 Local)
February 13, 1998 .....	1500 UTC (1000 Local)	2300 UTC (1800 Local)
February 14, 1998 .....	1300 UTC (0800 Local)	2300 UTC (1800 Local)
February 15, 1998 .....	1100 UTC (0600 Local)	1800 UTC (1300 Local)

**→ → DAYTONA BEACH AREA → →**

For the purpose of this special traffic management program, the Daytona Beach area includes the following airports:

<i>Airport</i>	<i>Identifier</i>
Daytona Beach International .....	DAB
Ormond Beach .....	OMN
Deland .....	DED
New Smyrna .....	EVB
Flagler County .....	X47
Spruce Creek .....	44J

Jacksonville Center will assign an Estimated Time of Arrival (ETA) slot time for unscheduled IFR flights arriving the Daytona Beach area during the dates and times listed above.

ETA slot times can be obtained by pilots or Flight Service Stations starting Monday, February 9, 1998 by contacting the Jacksonville Center Traffic Management Unit at the following numbers:

**(904) 549-1471 or (904) 549-1472**

Request for slot times will not be accepted between 0400 and 1100 UTC.

Be prepared to provide the following information:

1. ETA
2. Destination airport
3. Aircraft call sign

An ETA slot time will be issued and should be inserted in the remarks section of the flight plan. Flights without an approved ETA slot time will only be accepted in emergency situations.

Adherence to ETA's should be within FIVE (5) minutes before to FIVE (5) minutes after the approved time. If this window cannot be complied with, contact Jacksonville Center for a new ETA slot time assignment.

Airfiles and change of destination from airborne flights to DAB, OMN, DED, EVB, X47 and 44J will not be accepted except for emergency situations while this program is in effect.

### → → ATIS → →

Monitor Daytona Beach International ATIS on 120.05 MHz prior to initial contact inbound and engine start-up outbound.

### → → VFR ARRIVALS → →

#### Daytona Class C Airspace

Pilot participation in the Class C Airspace Area is required and will be provided to aircraft landing at airports within the lateral limits of the Daytona Beach Class C Airspace. Contact Daytona Beach Approach Control at least twenty (20) miles from Daytona Beach International Airport. Pilots are requested to remain clear of Class C Airspace until clearance is received to proceed inbound.

VFR arriving aircraft are requested to cancel their flight plans with Flight Service prior to landing.

Frequencies	
122.4 MHz .....	Transmit/Receive
122.1 MHz .....	Transmit
OMN VOR 112.6 MHz .....	Receive

### → → DAYTONA INTERNATIONAL SPEEDWAY ADVISORY → →

Continuous aircraft operations over the Daytona International Speedway will be permitted with prior approval. Approval may be obtained from the Daytona Beach International Airport Traffic Control Tower, telephone (904) 226-3900.

### → → CAUTION NUMEROUS AERIAL DEMONSTRATIONS → →

Aerial demonstrations may include parachute jumping, banner towing, helicopter operations, hot air balloons, military fly-bys and blimps.

### → → WARNING AREA AND RESTRICTED AREA ADVISORY → →

#### R2906, R2907A/B, R2910, W158A/D

Pilots should be aware of the existence of warning/restricted area airspace to the east, south, west and northwest of Daytona Beach. Penetration of warning/restricted area airspace without authorization from the using or controlling agency may be extremely hazardous.

*Note: Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight.*

### → → SPECIAL RACE DAY DEPARTURE PROCEDURES → →

ALL AIRCRAFT must depart with Class C service. Monitor ATIS on 120.05 MHz prior to taxi. Detailed departure procedures will be available at all FSO's.

### → → DEPARTURE INSTRUCTIONS → →

1. Taxi to the nearest exit spot (see airport diagram) and monitor appropriate ground control frequency as indicated on sign.
2. When you are number one (1) at the exit spot, you will be contacted by ground control. Advise ground control of the aircraft callsign, destination, if IFR or VFR and current ATIS code.
3. Taxi as instructed. Except to depart from runway end unless otherwise advised. Monitor clearance deivery when instructed by ground control.

4. *Monitor* Tower frequency when instructed by clearance delivery.
5. Tower will consider aircraft ready for departure when number one (1) for assigned runway.

**→ → DEPARTURE INSTRUCTIONS - HELICOPTERS ONLY → →**

1. Contact clearance delivery on 119.3 MHz. Advise clearance delivery of your aircraft callsign, type aircraft, destination, if IFR or VFR and current ATIS code.
2. Contact tower on 120.7 MHz.

**SOUTHBOUND AIRCRAFT THAT CAN UTILIZE RUNWAY 7R/25L MAY INCUR  
LESS DELAY IF PARKED ADJACENT TO SPOT "J" or SPOT "S"**

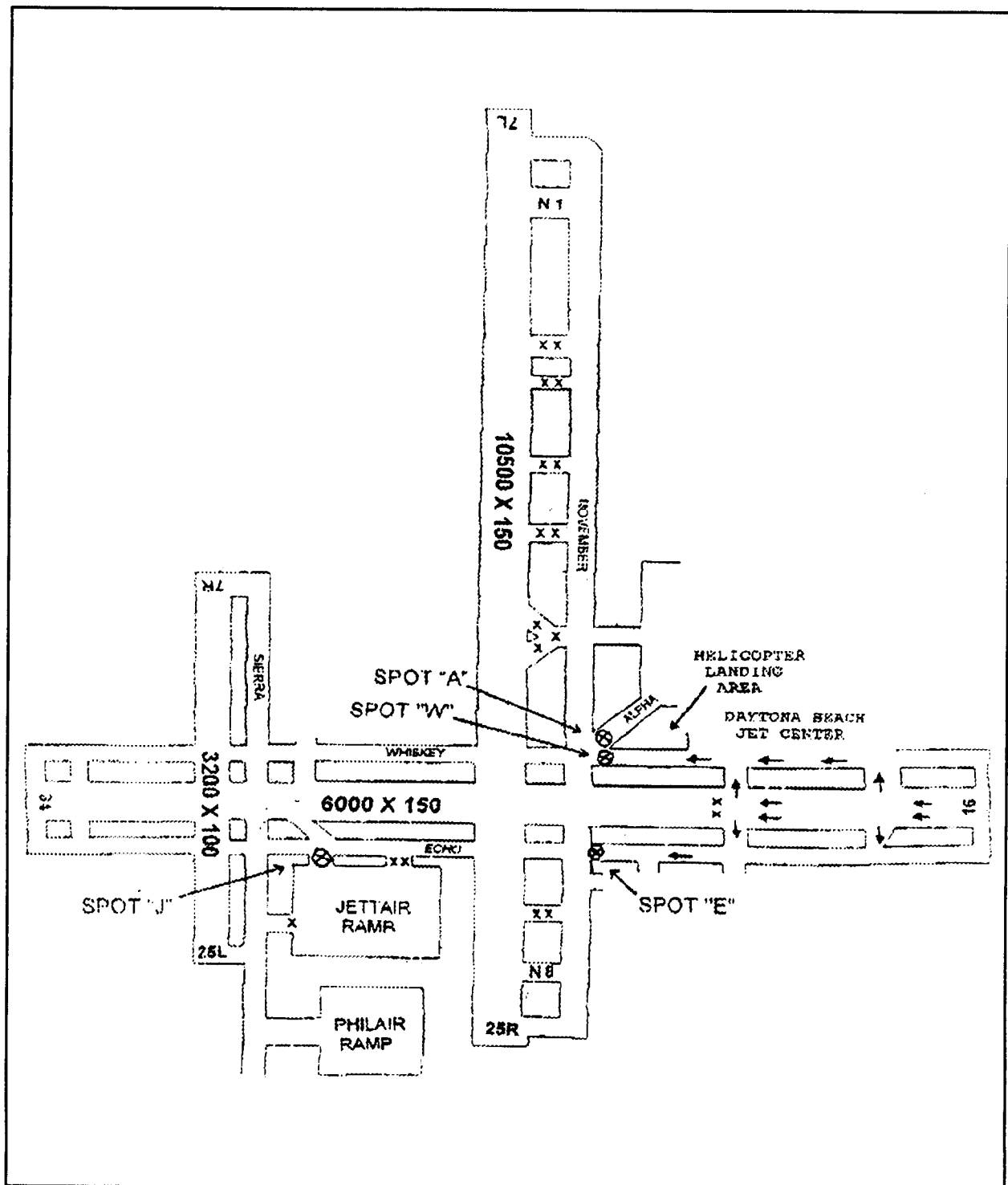
**DEVIATING FROM THE ABOVE PROCEDURES MAY RESULT IN  
INCREASED DEPARTURE DELAYS**

**→ → → → →**

11/13/97 (ASO-530)

# DAYTONA BEACH INTERNATIONAL AIRPORT

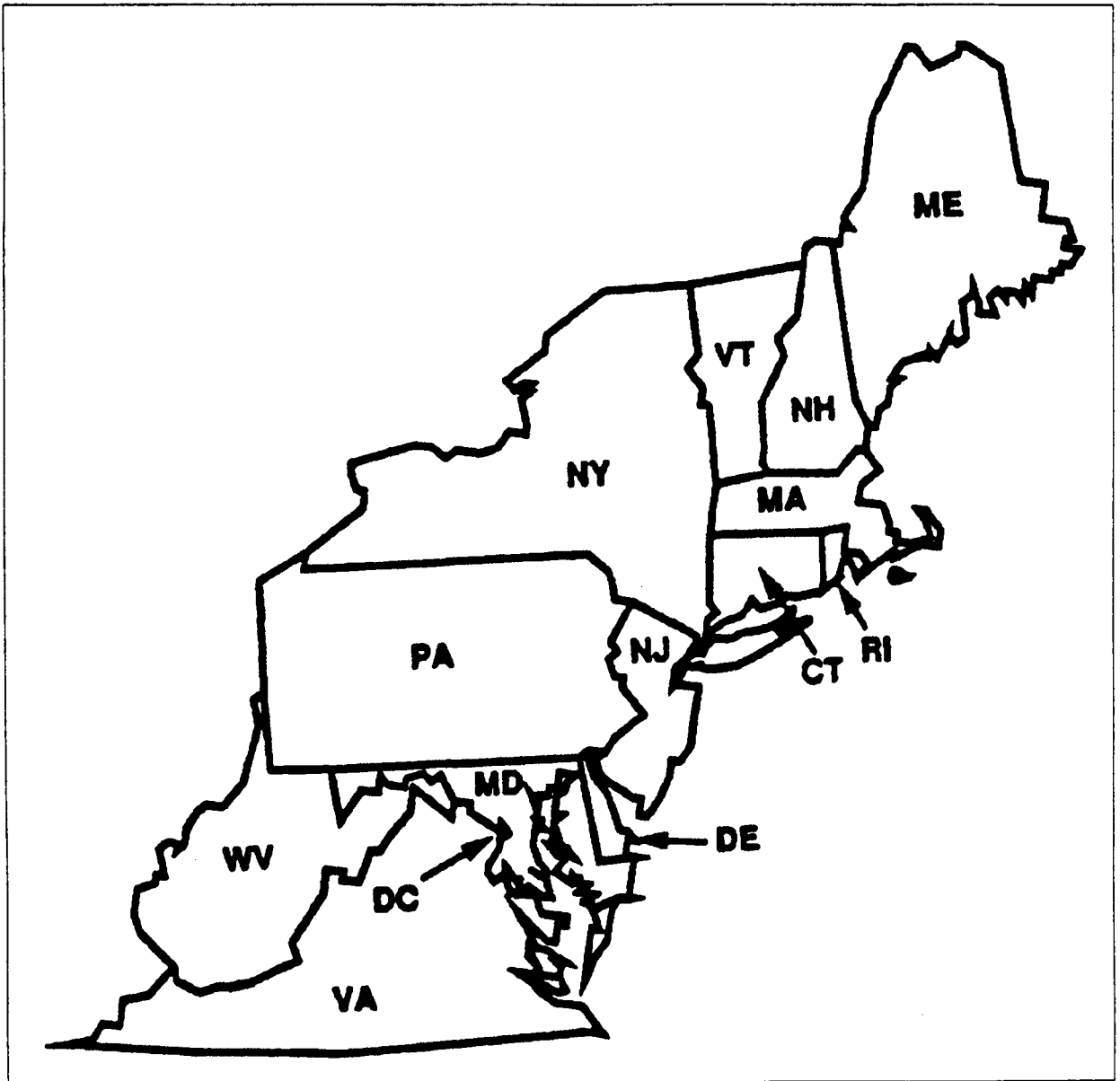
## RACE DAY TAXI CHART



### MONITOR GROUND CONTROL FREQUENCIES

SPOT "A", "W", "E", "Y"	SPOT "S", "J"
121.9	124.25

# NORTHEAST UNITED STATES



# **LASER LIGHT DEMONSTRATION**

**Downtown Atlantic City, New Jersey**

## **ATLANTIC CITY, NEW JERSEY**

**October 26, 1997 (0001) until October 26, 1997 (0700) UTC**

**Then each evening until Further Notice**

“A Laser Light show demonstration will be conducted at Atlantic Park, Downtown Atlantic City, New Jersey at 100 feet AMSL. 39°21'31”, 074°26'15”, Atlantic City VORTAC, ACY 145/8.5. This will become a permanent Laser site.

Laser light beam may be injurious to pilots/passengers eyes at 100 feet AMSL, 100 feet above ground, within 900 feet laterally of the light source. Flash blindness or Cockpit Illumination may occur beyond these distances. The Atlantic City International Tower, 609-641-3940, is the coordination facility.

10-28/97 (AEA-530)

# **SEARCH LIGHT DEMONSTRATION**

**Downtown Baltimore City at the Inner Harbor**

## **Baltimore, Maryland**

**Each evening, seven days per week.**

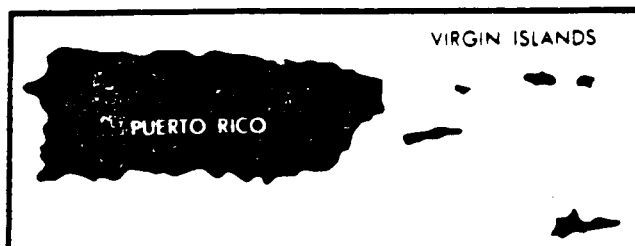
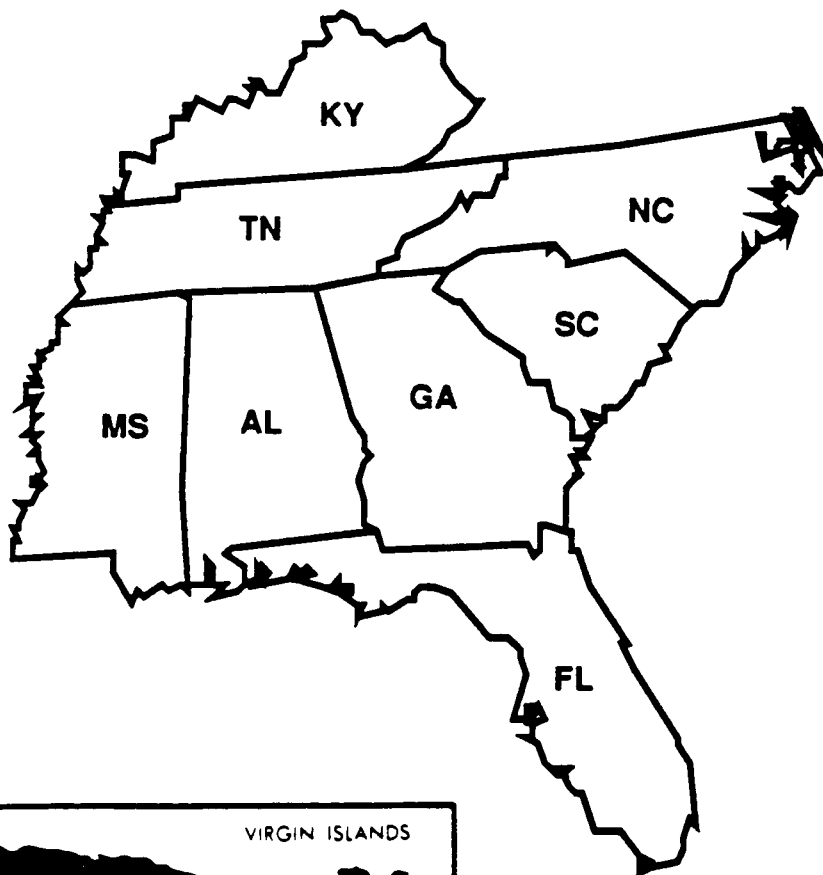
“A vertical search Light beam demonstration will be conducted at the Pier V Hotel, at Baltimore Inner Harbor, Baltimore, Maryland. Baltimore VORTAC, BAL 028/7. Latitude 39°17'24”; Longitude 076°36'27”.

Search light beams are being radiated from the surface upward. Flashblindness or cockpit illumination may occur at several miles distance. The Leesburg Automated Flight Service Station, 703-771-3696, is the FAA coordination facility.

11-10-97 (AEA-530)



# SOUTHEAST UNITED STATES



# SUBSTITUTE ROUTES

## Cincinnati/Covington, KY

### Substitute Route Structure

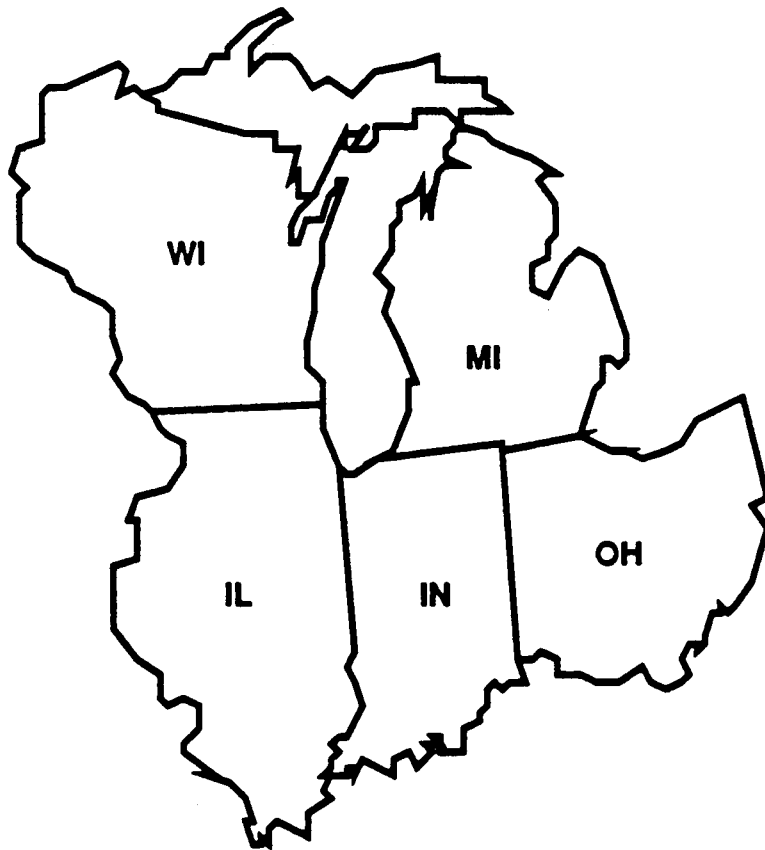
Cincinnati/Covington, KY, VORTAC shutdown scheduled or unscheduled. For substitute routes, MEA's and Reporting Points, use the following:

<i>LOW ALTITUDE</i>		
<i>Existing Airways</i>	<i>Substitute Routes</i>	<i>MEA/MAA</i>
V97 ... MILAN INTXN to CVG VORTAC	NONE	
V97 ... CVG VORTAC to HYK VORTAC	Temp CVG Int to HYK VORTAC via HYK R-350	7000/17500
V517 .. RID VORTAC to CVG VORTAC	RID VORTAC to Temp CVG Int via RID R-175	6000/17500
V517 .. CVG VORTAC to FLM VOR	Temp CVG Int to FLM VOR via FLM R-324	7000/17500
V275 .. CAMMS Int to CVG VORTAC	CAMMS Int to HYK VORTAC via R-356	10000/17500
V47 ... ROD VORTAC to CVG VORTAC	ROD VORTAC to Temp CVG Int via ROD R-207	7000/17500
V47 ... CVG VORTAC to ABB VORTAC	Temp CVG Int to ABB VORTAC via ABB R-058	7000/17500
V5 .... SHIRT INTXN to CVG VORTAC	NONE	
V5 .... CVG VORTAC to IIU VORTAC	Temp CVG Int to IIU VORTAC via IIU R-036	7000/17500
V128 .. DECEE Int to CVG VORTAC	NONE	
V128 .. CVG VORTAC to YRK VORTAC	Temp CVG Int to YRK VORTAC via YRK R-291	7000/17500

3/31/97 (AVN-150).



# EAST CENTRAL UNITED STATES



# STANDARDIZED (CODED) TAXI ROUTES

## Chicago O'Hare International Airport

### (Amendment 2)

On September 16, 1993 Chicago O'Hare Tower instituted coded taxi routes to all runways for departure aircraft. As a result of an on-going evaluation, the number of coded routes have been reduced and amended. This change is effective November 14, 1995.

Route will be issued by Ground Control. Route will indicate that an aircraft is to proceed via Taxiway Alpha or Bravo taxiway to the Route starting point. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

**Note:** READ BACK RUNWAY ASSIGNMENT AND ALL HOLD SHORT INSTRUCTIONS

To Runway 4L Silver	
Taxiway	Routing
"A" route	A-A6-J-W
"B" route	B-J-W

To Runway 22L Red	
Taxiway	Routing
"A" route	A-A17-D
"B" route	B-D

To Runway 32L at T-10 Green 1	
Taxiway	Routing
"A" route	A-A7-T
"B" route	B-A7-T

Bridge Transition	
Taxiway	Routing
taxi via:	H-P-A

To Runway 9L Black	
Taxiway	Routing
"A" route	A-A6-J
"B" route	B-J

To Runway 27L Blue	
Taxiway	Routing
"A" route	A-A17-D-M5-M
"B" route	B-D-M5-M

To Runway 32L at T-10 Green 2	
Taxiway	Routing
"A" route	A-A13-M2-M-T
"B" route	B-M2-M-T

4/8/96 (AGL-530)



## **STANDARDIZED TAXI ROUTES**

### **Detroit Metropolitan Wayne County Airport**

**(Effective: Until Further Notice)**

On June 22, 1995, the Detroit Metropolitan Wayne County Airport (DTW), will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the DTW ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form below.

# STANDARDIZED TAXI ROUTES

## Detroit Metropolitan Wayne County (DTW)

### To Runway 21R

Route ID	Start Point	Routing Via
Yellow 2	Concourses A thru C	Hotel, Foxtrot, Victor (Hold short of Kilo and contact West Ground), Yankee.

### To Runway 21C

Route ID	Start Point	Routing Via
Red 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Mike.
Red 2	Concourses A thru C.	Hotel, Hotel 1, Mike
Red 3	Signature South Ramp, South T's.	Sierra 5 (Hold short of Runway 21L). Whiskey 5, Whiskey, Papa 4, Papa.
Red 4	Concourses C thru G, International Terminal, Concourse J	Yankee, Kilo 11 (Contact Ground East @ Kilo 11), Hotel, Hotel 1, Mike.

### To Runway 21L

Route ID	Start Point	Routing Via
Orange 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1, Victor (Hold short of Runway 21C), Victor, Whiskey.
Orange 2	Concourses A thru C.	Hotel, Hotel 1; Victor (Hold short of Runway 21C) Victor, Whiskey.
Orange 3	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Hold short of runway 21C), Papa 4, Whiskey.

### To Runway 3L

Route ID	Start Point	Routing Via
Tan 1	Concourses C thru H, International Terminal, Concourse J	Kilo (Hold short of taxiway Victor, Contact South Ground), Kilo, Kilo 10, Yankee.
Tan 2	Concourses A thru C.	Hotel, Foxtrot, Victor (Hold short of taxiway Kilo, Contact South Ground), Kilo, Kilo 10, Yankee

### To Runway 3C

Route ID	Start Point	Routing Via
Silver 1	Concourses C thru H, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot, Mike.
Silver 2	Concourses A & B.	Hotel, Hotel I, Mike.
Silver 3	Signature South Ramp and South T's.	Sierra 4, Sierra, Foxtrot (Hold short of Runway 3R), Foxtrot. Papa Papa.
Silver 4	Signature North, Ford, Corporate Flight, GM	Mike (Hold short of Hotel 1), Mike

**To Runway 3R**

Route ID	Start Point	Routing Via
Gold 1	Concourses C thru H, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot (Hold Short of runway 3C), Foxtrot, Whiskey.
Gold 2	Concourses A & B	Hotel 1, Mike, Foxtrot (Hold short of Runway 3C), Foxtrot, Whiskey
Gold 3	Signature North, Ford, Corporate Flight	Papa, Papa 4 Whiskey

**To Runway 27R**

Route ID	Start Point	Routing Via
Gray 1	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1 (Cross runway 21C), Victor (Hold short of runway 21L), Victor.
Gray 2	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Cross runway 21C), Papa 4, Victor (Hold short of runway 21L), Victor.

12/10/96 (AGL-530)



# STANDARDIZED TAXI ROUTES

## Cleveland Hopkins International Airport

(Effective: Until Further Notice)

On June 15, the Cleveland Hopkins International Airport (CLE) will institute standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color coded designations for routings to various runways. The color coded routes will be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form below.

### READBACK ALL HOLD SHORT INSTRUCTIONS

To Runway 23L		
Route Ident	Start Point	Routing Via
Brown	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. (Hold short of Runway 23L. *Runway 23L hold line located on Runway 28).

To Runway 23R		
Route Ident	Start Point	Routing Via
Orange	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. (Hold short of Runway 23L. *Runway 23L hold line located on Runway 28). Zulu

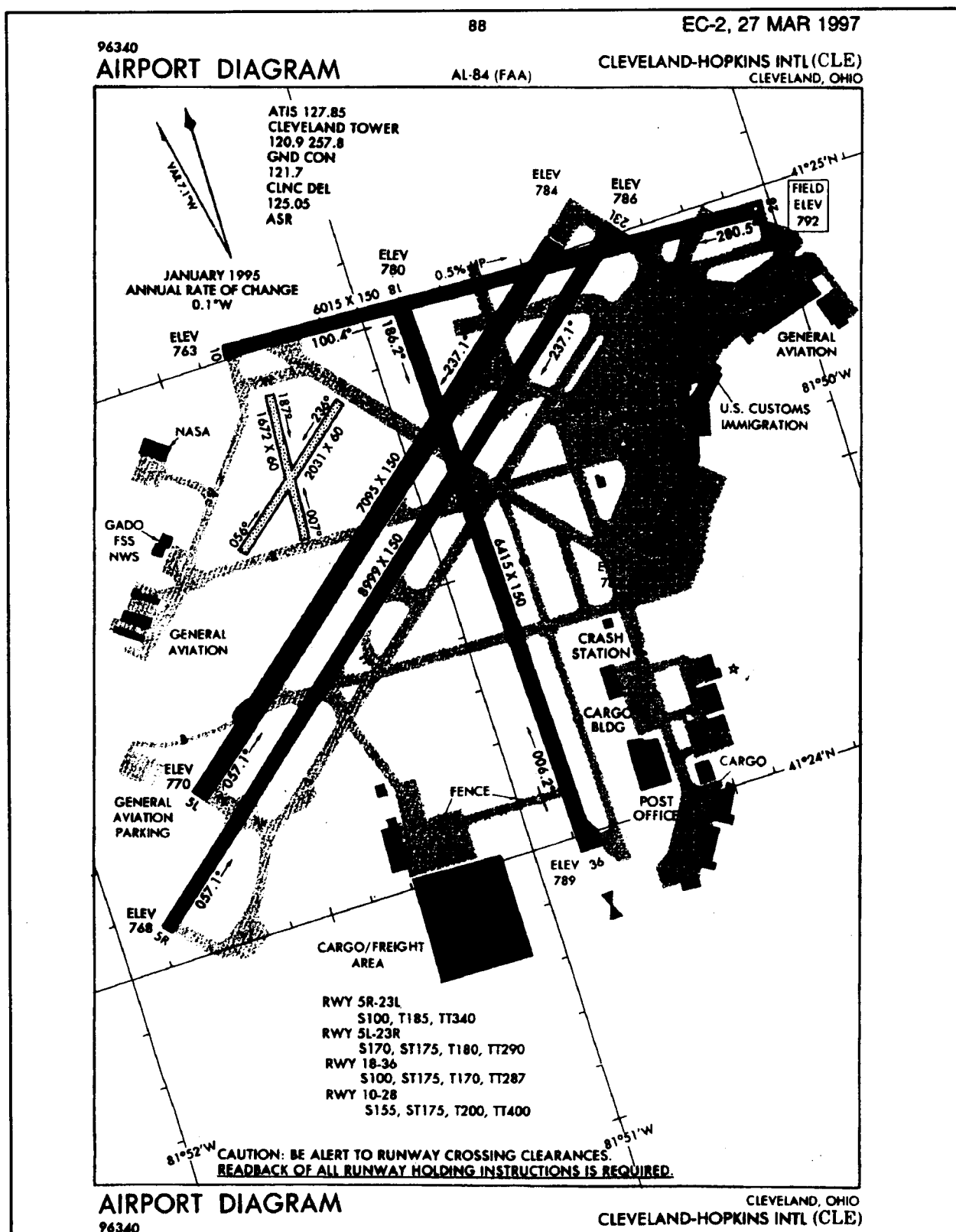
To Runway 5R		
Route Ident	Start Point	Routing Via
Emerald	All terminal parking areas	Juliet, Kilo, Lima

To Runway 5L		
Route Ident	Start Point	Routing Via
Violet	All terminal parking areas	Juliet, Kilo, Lima. (Hold short of Runway 5R) November

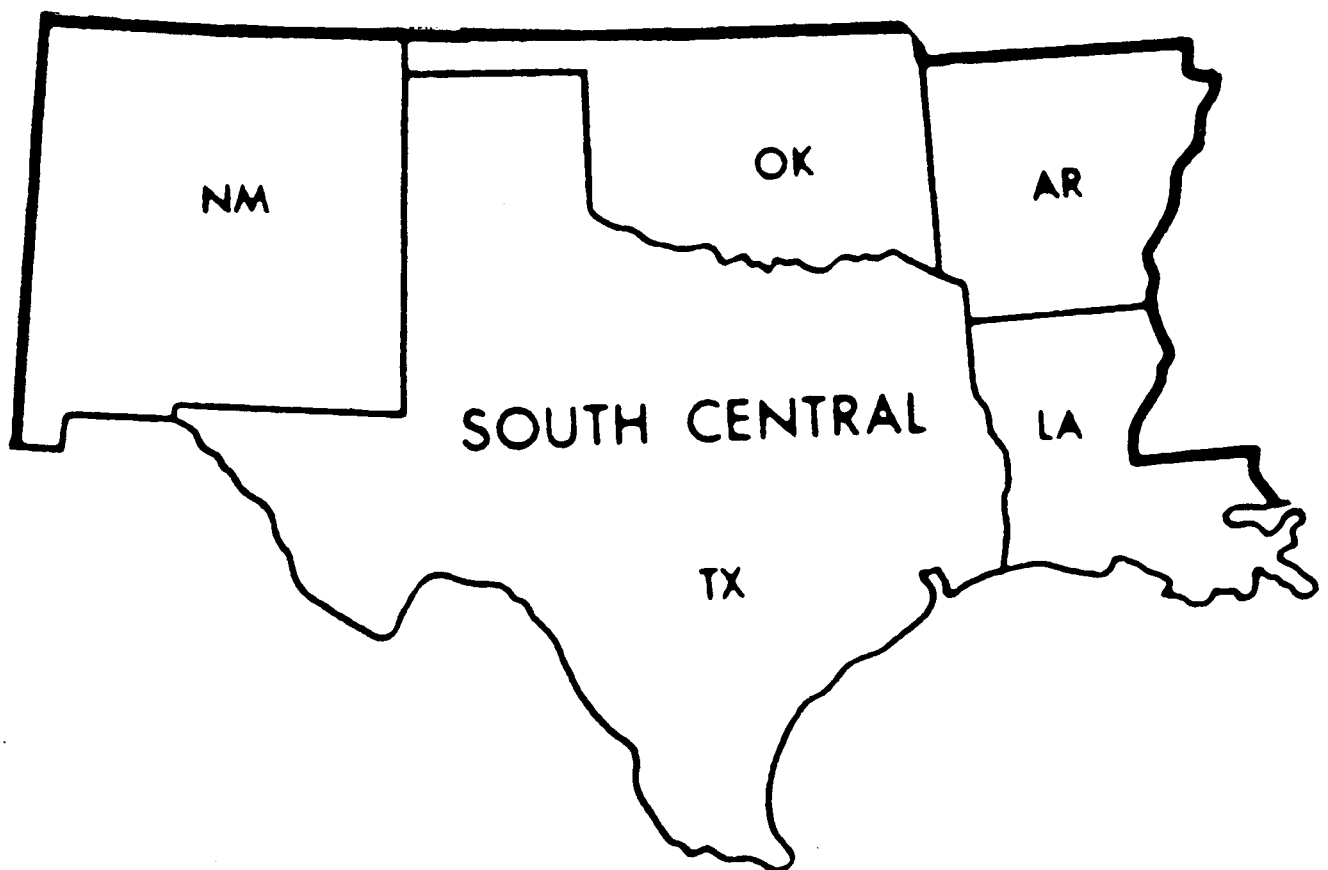
4/22/97 (ATO-100)



## AIRPORT DIAGRAM



# SOUTH CENTRAL UNITED STATES



# **SIX FLAGS FIESTA TEXAS**

## **SAN ANTONIO, TEXAS**

**APRIL 5 – DECEMBER 31, 1997**

**7:30 P.M. – 11:00 P.M.**

**Laser Power Output:** Terminated/unterminated effective radiated energy not to exceed 18 watts.

The Federal Aviation Administration (FAA) conducts an aeronautical study of all proposals for outdoor laser demonstrations to determine the effect upon the navigable airspace. Aircraft safety is the primary concern, and this determination satisfies FAA requirements only. The FAA does not have final approving authority for these types of shows/demonstrations. Final approval must be obtained from the appropriate state/local agencies and the Food and Drug Administration.

The FAA does not object to the proposed demonstration under the following conditions:

a. A dedicated aircraft observer, with binoculars and direct communications with the laser operator, shall be stationed at a location where visual surveillance of the entire area is possible. The show/demonstration shall cease if any aircraft/helicopters approach the area.

b. The power output of the laser devices shall be restricted to 20 watts or less with a laser beam width not less than 1.6 milliradians divergence, and, with an elevation angle NOT exceeding 15 degrees above the horizon while the device is activated and its output is unterminated or aimed into free space.

c. The San Antonio Airport Traffic Control Tower (SAT ATCT), 210-805-5507, shall be notified of the laser show/demonstration at least 30 minutes, but not more than 2 hours, in advance of the actual show/demonstration and immediately upon termination so they may alert concerned air traffic control facilities.

As an added precaution against any adverse effects, we will issue a Special Data Notice to Airmen (NOTAM) in advance of the actual show/demonstration. A copy of the text follows for your information.

NOTAM (To be issued by the Air Traffic Division)

FDC X/XXXX ZHU, TX, LASER LIGHT DEMONSTRATION WILL BE CONDUCTED AT SIX FLAGS FIESTA TEXAS, SAN ANTONIO, TEXAS. LAT 29°35'30"N/LONG 98°37'30"W PROJECTING 270°-360° FROM APRIL 5 – DECEMBER 31, 1997 BETWEEN 0130-0500 UTC FOR A DURATION OF 30 MINUTES. LASER LIGHT BEAM MAY BE INJURIOUS TO PILOTS'/PASSENGERS/ EYES WITHIN 800 FEET VERTICALLY AND 3000 FEET Laterally OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. THE SAN ANTONIO (ATCT) 210-805-5507, IS THE FAA COORDINATION FACILITY.

Should any change, including cancellation, in a planned activity occur, you are required to immediately notify the San Antonio ATCT.

If we can be of further assistance, please contact Roger Trevino, Operations Specialist, at 817-222-5595.

(ASW-532 7/16/97)

# **INCREASED SPEED DEPARTURES**

## **Houston Approach Control Airspace**

**Effective: Until further Notice**

1. With special delegation of authority to grant waivers to code of Federal Regulations (CFR), the FAA southwest region air traffic division manager has waived CFR 91.117A, (250 KNOT SPEED LIMIT) for departing aircraft in the Houston, Texas Class B airspace for the purpose of testing the effect of increased departure speeds on the Air Traffic Control Environment. Effective 1100 UTC, June 26, 1997, until further advised, aircraft departing from Airports in **HOUSTON APPROACH CONTROL AIRSPACE** and within the Houston Class B airspace may be subject to removal or modification of the speed restriction contained within CFR 91.117A, at the discretion of Air Traffic Control (ATC).

2. **HOUSTON DEPARTURE CONTROL** will be permitted to assign/authorize speed in excess of 250 knots to departing aircraft operating in Houston Class B Airspace using the phraseology **"NO SPEED LIMIT"** OR **"INCREASED SPEED TO (NUMBER) KNOTS."**

3. This test is **FOR DEPARTURE TRAFFIC ONLY** in Houston Class B airspace and may be terminated at any time by ATC.

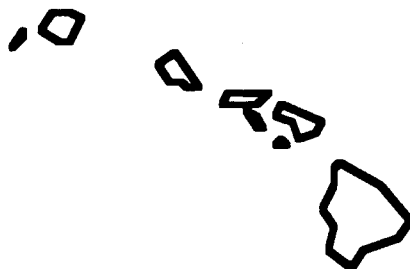
4. Houston Approach Control, (281) 230-8400, will be the FAA coordination facility.

(ASW-530 6/16/97)

# ALASKA



# HAWAII



# **LASER RESEARCH**

## **FAIRBANKS, ALASKA**

*(Effective: Oct. 15, 1997 – June 30, 1998)*

Laser Research will be conducted at the Poker Flat Research Range, 65°08'N, 147°29'W, FAI007024 MAG, FROM (Oct. 15, 1997) UTC UNTIL (June 30, 1998) UTC at an angle or 90 degrees, from the surface, projecting up to 60,000 Feet MSL. Avoid airborne hazard by five (5) Nautical Miles. This beam is injurious to Pilots/Aircrews and passengers' eyes. Fairbainks/FAI/AFSS (907) 474-0137 is the FAA Coordination facility.



10/20/97 (AAL-530)